



Official Provider



ROADWORTHY

JOURNAL OF THE
NORTH-EAST LONDON AND ESSEX GROUP
OF ADVANCED MOTORISTS



IAM RoadSmart Advanced Driving Test—What the Examiner is looking for (see pages 14—19)

Autumn 2022

INSTITUTE OF ADVANCED MOTORISTS AFFILIATION NUMBER 7043
REGISTERED CHARITY NUMBER 1056280

CONTENTS

3. **Dates for your Diary** - Upcoming Group Nights for your diary.
4. **New Group Associates & Recent Passes**
5. **Celebrate Christmas 2022 with NELE**
6. **Chairman's Chat** - Paul Gillett
7. **Out and About with NELE**
8. **June Group Night—Meet the Examiner** - Chris Smith
9. **Observer Training**
10. **July Meeting—Drink Driving and the Law** - Margaret Houlihan
13. **Drink Driving Quiz**
14. **September Meeting—IAM RoadSmart Advanced Driving Test—What the Examiner is looking for** - Tom Duggan
20. **October Meeting—The Routemaster Bus—A London Icon** - Nick Blurton



22. **A Conundrum** - Iain Wyness
23. **Motoring in Iceland** - John Harrison
26. **On the Road with the band 'Cymande'** - Pete Minvalla
30. **Your Letters and an apology!**
31. **Early Reminder for Membership Renewal 2023**
32. **Your NELE Committee 2022**



NELE Group is offering Full Members a free IAM wind-screen sticker. To claim yours, contact the Editor or collect one at the our next Group Night.

Group Nights

Our Group Nights are held at 7.30 p.m. on the second Tuesday of each month (*excluding August and December*) at the Moby Dick (Toby Carvery), Whalebone Lane North, Romford, RM6 6QU.

We do all we can to find presenters who are able to attend in person, but very occasionally this is not possible. However, whatever the format of the presentation, a friendly welcome is guaranteed and tea/coffee and biscuits are provided. The Moby Dick provides meals and drinks for those coming straight from work.

For those unable to attend in person, our meetings are simultaneously 'Zoomed' and you can gain access from a mobile, laptop or tablet. You can opt to watch and listen without having to appear on camera yourself. The link, meeting ID and passcode remain the same each month as follows:-

Meeting ID: 840 2554 8565
Passcode: 909354

Videos of previous Group presentations can be found on our website www.neleiam.co.uk, under the 'Events' tab and by clicking "videos" on the right of the screen. They are well worth a look!

We look forward to welcoming you.

Dates for your Diary - all at 7.30 p.m.

8th November "You've Never Had it so Good" A nostalgic look at society, culture, news and music from the 1950's. Too young to remember British Pathe news, Muffin the Mule, Ford Anglia cars or the Wooden Tops? Then this talk will explain the impact that changes made in the 1950's have had on Britain today. With Paul Robbins

14th December Christmas Dinner at The Orange Tree,
Havering-atte-Bower, RM4 1PJ. Book Now!
(see page 5 for details)

10th January The Guide Dogs for the Blind (presenter t.b.c.)

14th February "Road Scenarios—interactive" with Derek Leggetter
(Dinky cars will be provided!)

14th March "Meet the Examiner and Observer/Associate Special" with IAM Examiner—Tom Duggan

11th April AGM (30 mins) followed by **"Digital Forensics—Who's Watching You?"** with Chris Truran

Revised deadline for the next edition of RoadWorthy: 20th February 2023.

E-mail: publicity@neleiam.co.uk

Group Associates

**A very warm welcome to the following new NELE Group Associates.
We hope to see you at our Group Nights (see page 3):**

NAME	FROM
Adnan Ikram	Ilford
Alex Cheves	Ilford
Amir Uddin	Whitechapel
Archie Hands	Old Ford
Arnab Saha	Dagenham
Ashley Allen	Ilford
Daniel Eves	Bloomsbury
David Rosewell	Whetstone
Dayana Soroko	Chingford
Harinder Paul	Hornchurch
Jeremy Hogan	Stoke Newington
John Morrissey	Islington
Peter Kellett	Dalston
Rammohan Chandrabose	Romford
Shawkat Rahman	Plaistow
Subhan Ikram	Ilford
Yordan Manchev	Havering-atte-Bower

Congratulations—Recent Passes

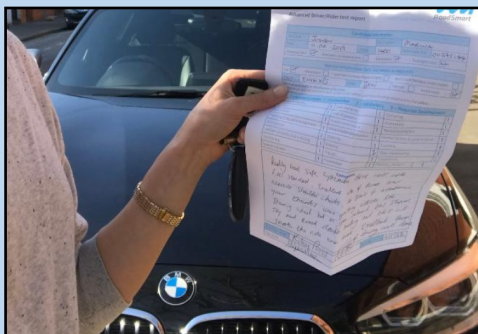
Congratulations to the following Members who passed the IAM Test recently. Also to their Observers:

NAME	OBSERVER	EXAMINER
James Carruthers (F1st)	Paul Heasmer	Colin Underwood
Matthew Morris	John Baxter	Duncan West
Nicholas Guilloux	Paul Gillett	Duncan west
Warren Castle	Barry Collins	Paul Mostyn

Our Observers:

NELE currently has 14 Observers;
9 are IMI National Observer
qualified and 5 IMI Local
Observer qualified. We also have
2 in training.

5 have passed their Masters and
3 are Local Observer Assessors.



You are invited to Celebrate Christmas 2022 with NELE

-at-

The Orange Tree, Havering atte Bower, Romford, RM4 1PJ

www.orangetreeromford.co.uk

-on-

Wednesday, 14th December, 7.00 p.m. for 7.30 p.m.

A warm welcome, great quality food (see below) and festive atmosphere. Dedicated area, ample parking and accessible.

Please contact the Secretary (*details on back page*) to request possible assistance with travel if needed

Starters

- (a) Leek and celeriac soup, walnut crumb and crusty roll (V) (VE)
- (b) Ham hock, pickled carrot & mustard terrine with piccalilli & rustic bread
- (c) Twice baked goats cheese soufflé with apple and walnut salad

Mains (*All options served with herb roasted potatoes, honey roast carrots & parsnips with roasted sprouts, pancetta & chestnut crumb*)

- (a) Roasted turkey breast & honey roasted gammon with seasonal trimmings
- (b) Carrot, mushroom & spinach wellington with sunflower seeds & spiced marmalade (V) (VE)
- (c) Honey baked salmon with cranberry, almonds & pomegranate

Desserts

- (a) Christmas pudding with brandy sauce/custard (VE available)
- (b) Lemon meringue tartelette with a mulled fruit compote
- (c) Warm chocolate brownie with brandy butter ice cream
- (d) Spiced apple tart with vanilla ice cream (VE)

£30 a head for 3 courses, inc. service

Drinks to be purchased separately

Spaces are limited—secure your place early
(Deadline **29th November**)

Payment can be made direct into the NELE bank account:

Sort Code: 30-90-89 (Lloyds) Account No: 44313460 Account Name: NELE
If paying this way, **please email treasurer@neleiam.co.uk** with your name(s) clearly written and your choice of option a, b, c, or d (where there is one) for starter, mains and dessert from above menu.

Payment can also be by cheque made out to '**NELE Group Advanced Motorists**' and posted to **NELE Treasurer, 29 Malpas Road, Chadwell St Mary, GRAYS, Essex, RM16 4QX**. If paying this way, please provide your name(s) clearly written and include your choice of option **a, b, c, or d** (where there is one) for starter, mains and dessert from above menu with your cheque.

Chairman's Chat

I'm writing this at quite a momentous time in the governance of the UK. There's a new King; meanwhile, Cabinet ministers and Prime Ministers are popping up and being knocked down like some massive whack-a-mole game. Not to be outdone, the NELE committee will be undergoing changes over the coming few months, but in a more orderly fashion.

Firstly, we're pleased to welcome two new faces: Ricky Poon and Graham Fennell, who have been co-opted to the committee pending formal election at the next AGM. Welcome, chaps!



Secondly, three other changes are foreseen from the AGM next April:

- I will be standing down from my role as Chair. This is in line with best practice of a regular change of Chair to encourage new ideas. As there is currently no Deputy Chair, the committee are discussing succession arrangements and are also open to hear from volunteers within the membership offering to stand;
- Paul Heasmer will be standing down as Treasurer. Graham, who brings with him a wealth of experience in finance, is currently shadowing the role;
- Our Chief Observer, Pete Rowles will be standing down after 26 years of observing.

The quest continues to find further volunteers with fresh ideas to join us on the committee. We particularly seek a Speaker Coordinator to arrange speakers for our group meetings, as well as an Events Organiser – particularly to engage our Associates as they prepare to take their test. Should you not wish to join the committee, we still need help at our meetings whether welcoming members, selling raffle tickets or helping with refreshments. Speak to any committee member (details on back page) if you'd like to discuss opportunities, or ask to observe one of our committee meetings.



PRESS ASSOCIATION/Danny Lawson

**REST IN PEACE
QUEEN ELIZABETH II**

And thank you for your 70 years of public service

Paul Gillett

A new section for **self-driving vehicles** has been added to the **Highway Code** and is included in a new section in The Highway Code which can be accessed for free on **GOV.UK**. Currently only vehicles with advanced driver assistance systems are available in the UK. No vehicles in GB have been classed as self-driving yet but they could start to be as soon as next year.

Out and About with NELE



Observer John Saffer at the Wanstead DVSA open day

NELE also took a stand at the Wanstead Festival, where a busy crowd from the area and beyond were able to find out about NELE's activities, many taking leaflets and applications for the Advanced Driving Course.

(right) Ricky Poon and Lesley Borzoni taking a break after the stand had been erected, awaiting the influx of visitors.



Use or lose your old postage stamps by 31st January 2023, or swap them out!



Royal Mail are adding barcodes to our regular stamps. After 31st January 2023, regular stamps without a barcode (see picture) will no longer be valid. You can either use these stamps before this deadline, or swap them for new barcoded ones (not cash). Eligible stamps are the regular 1st and 2nd

Class "everyday" stamps featuring the profile of HM The Queen and those that show any other value.

Special stamps, i.e. pictorial stamps issued to commemorate anniversaries and events remain valid for postage and do not need to be sent in for swap out.

Forms to "SWAP OUT" your stamps are being posted out now, but should you have not received yours, you can find one on the Royal Mail website www.royalmail.com/barcodedstamps

Examples of stamps you can Swap Out



Examples of stamps you don't need to Swap Out



Group Nights

Group Night presentations are also video recorded for the benefit of those who were unable to attend, and also for those who wish to go through it again. These can be found on the right of the "Events" page of our website: www.neleiam.co.uk/zoom-meeting-videos.

June—Meet the Examiner, Chris Smith



Chris Smith has 30 years Police service, nearly 20 years of it in the Traffic Department and is a qualified Police driving and motorcycling instructor. He taught advanced skills to officers in Dorset and headed up the force motorcycle VIP team having escorted HM the queen on several occasions.

Since retiring, Chris continues to train Police Drivers and Motorcyclists as a civilian instructor. He is also an active IAM Road Smart supporter and also supports the Docile charity.

Chris is very personable, and clearly has the ability to put candidates at ease prior to the test. He is also adept at providing an insightful and thorough post test debrief.

Chris strongly supports the role that local Groups plan when considering taking the IAM test. He was keen to clarify that there is no such thing as a perfect drive or driver. We all make mistakes and so the IAM test is not about producing a faultless drive, although you might earn yourself a first if you do. It about demonstrating your skills and awareness as a driver ensuring that safety is the overriding factor in any situation. Minor mistakes are not only allowed but also expected, and as long as they do not compromise your safety or that of another road user you won't fail for being slightly out of position or making a late gear change.

The test itself (*in Dorset*) lasts for around an hour and takes in all the roads and road conditions available in the county over about 25—30 miles. Your examiner will meet you at a comfortable location and explain the test, the route and what will happen. The test is not a navigation exercise and you won't be expected to remember the route. The examiner will communicate the route via directions given in the car well before any change of direction as to where they want you to turn. This is purely telling you where to go and you will be expected to apply signals as part of your own planned approach.

Examiners are looking for something that sets your drive above the norm. The advanced driver should be aware of what's going on around them and deal with all situations in a calm and professional manner. They should be travelling in the right position at the right speed with the right gear engaged at the right time.

When faced with traffic or slower moving vehicles they should look to make safe progress and exploit the advantages of speed and flexibility they have

as drivers. They should not be surprised by what is happening in front of them, rather than look to react early and use advanced observations to formulate a driving plan.

“Plan the drive then drive the plan”

The IAM is a safety organization and as such cannot condone any speeding or contraventions of road traffic laws. Drivers will be expected to not only know what all signs and road markings mean but comply with them fully. They will also be expected to overtake traffic where it is safe and possible within the set limits as this is a key driving skill and allows the advanced driver to make progress.

Finally, there will be a manoeuvring element to the drive either out on the route if traffic and circumstances allow, or back in the car park in the form of a simple parking or turn.

Above all try and relax. It's impossible to really enjoy a test, but the mark of the advanced driver is that they are not fazed by circumstances and can drive to an advanced level regardless of time, weather and traffic

Chris reminded associates not to forget to take their licence that will need to be checked along with your eyesight before setting off on the test route. Also, it is important to make sure the car is roadworthy. A defect will prevent the test being completed.

The IAM badge is not easily won, nor should it be. It stands for driving at a level most people can only aspire to and marks the successful candidate as a driver of above average ability and skill. If you earn it, you can wear it with pride. Good luck!

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Observer Training

If you're an Advanced Driver, why not take your journey up a gear and become an observer through NELE? You'll go through a training programme which includes on-road assessment with an IAM Assessor.



Why become an Observer?

- Help others to become better drivers or riders
- Meet people with a shared interest
- Help grow your community
- The great feeling when an associate passes
- Progression through your IAM RoadSmart journey

July Meeting—Drink Driving and the Law

Margaret Houlihan

I have been delivering DDRC (Drink Driving Rehabilitation Courses) for many years and this article is just a snapshot of the history of drink driving and the laws that evolved over time to combat the consequences of driving under the influence especially when the result is a crash which may have been avoidable.

Believe it or not, the first drink driving law was introduced well before the British motoring history began when **in 1872** it became **AN OFFENCE TO BE DRUNK WHILE IN CHARGE** of carriages, horses, cattle, and steam engines!! The penalty for which was a fine not exceeding 40 shillings OR at the discretion of the court, imprisonment with or without hard labour for a term not exceeding one month.

Over time there has been various additions to this law and in **1967 INTRODUCTION OF THE MAXIMUM LEGAL DRINK DRIVE LIMIT (ROAD SAFETY ACT 1967)**: The Road Safety Act of 1967 introduced the first maximum legal blood alcohol (*drink driving*) limit in the UK. The limit was set at a maximum BAC (*blood alcohol concentration*) of 80mg of alcohol per 100ml of blood or the equivalent 107 milligrams of alcohol per 100 millilitres of urine. It became an offence to drive, attempt to drive or be in charge of a motor vehicle with a blood alcohol concentration that exceeded the maximum prescribed legal limit. **1968 FIRST BREATHLYSER IS TYPE APPROVED**: The first preliminary roadside breathalyser to be *type approved by the home office* was the **ALCOTEST 80**, manufactured by Dräger Ltd. The number 80 in the name refers to the BAC (*blood alcohol concentration*) limit it was designed to detect.

The introduction of the breathalyser in the UK, along with a heavy Government run advertising campaign helped decrease the percentage of road traffic accidents where alcohol had been a factor from 25% to 15% in the first year. This resulted in 1,152 fewer recorded deaths, 11,177 fewer serious injuries and 28,130 fewer slight injuries caused by road traffic accidents.

1991 DRINK DRIVING REHABILITATION COURSES INTRODUCED: Section 30 of the Road Traffic Act 1991 introduced a provision for sentencing courts to refer those who are disqualified for drink driving offences to approved *drink driving rehabilitation courses*. The main aim of these courses is to educate offenders in order to help prevent re-offending. Completing the drink driving rehabilitation course can reduce any disqualification period by up to 25% and may help reduce *car insurance premiums for convicted drivers*

2000 DDRC ADOPTED NATIONWIDE With effect from January 1st, 2000, a nationwide scheme was implemented that enabled all courts across the UK

to be able to refer convicted drink drivers to the *drink driving rehabilitation course*.

The drink-drive rehabilitation scheme is overseen by the Driver and Vehicle Standards Agency (DVSA) in England and Scotland. JAUP (Joint Approval Units for Periodic Training) also monitor the courses to ensure compliance with the course syllabus on behalf of the DVSA. The Syllabus includes:

- The law relating to Drink Driving
- The impact of Drink Driving (KSI – ripple affect)
- Understanding alcohol units; how to work them out
- How long it takes the body to process alcohol
- How alcohol affects driving
- How alcohol affects the body (health)
- Dispelling Myths about alcohol

For the purpose of the presentation, we covered: 1) The law, 2) How to work out units of alcohol, 3) How long alcohol stays in the system and 4) Myths about alcohol.

THE LAW

The police can stop a vehicle for any reasonable cause.

The police can stop you at any time and ask you to take a breath test ('breathalyse' you) if:

- they think you have been drinking
- you have committed a traffic offence
- you have been involved in a crash
- if you refuse to take a breath test or fail to supply a sample of breath and do not have a 'reasonable excuse,' you can be arrested. A reasonable excuse could be a genuine physical or mental condition stopping you from giving a sample.
- the breath test gives a result straight away. If it shows you are not over the drink drive limit, you may be allowed to go.
- If you fail the breath test, you will be taken to a police station and given a final breath test. If it is positive, you will be charged.

The maximum

Blood Alcohol is:

BAC per 100 millili-tres	BAC England and Wales	BAC Scotland (since 5 th December 2014)
Blood	80 milligrams	50 Milligrams
Urine	107 milligrams	67 milligrams
Breath	35 micrograms	22 micrograms

HOW TO WORK OUT THE UNITS

One unit equals 10ml or 8g of pure alcohol

Labels on alcohol containers include:

The number of units per serving

The number of units in the whole container

Recommended maximum units per week

To work out the units for any alcoholic drink:

Multiply the volume (in Millilitres) by ABV (alcohol by volume) and divide by 1,000

Example: 175ml of wine with 12% abv

$175 \times 12 = 2100$

$2100/1000 = 2.1$ units

HOW LONG IT TAKES THE BODY TO PROCESS ALCOHOL

On average it takes one hour for the body to process alcohol which will depend on many factors which means this process may take longer:

Your weight,
Whether you are male or female
Your age,
Metabolism
Immature liver,
How much you have eaten
The type of alcohol,
Medication
Damaged liver,
Strength of the alcohol

PUTTING THIS INTO CONTEXT:

Consume 2 PINTS OF FOSTERS = $2.3 \times 2 = 4.6$ UNITS

3 SINGLE WHISKYS = $1 \times 3 = 3$ UNITS

TOTAL: = **7.6 UNITS**

ROUND UP: = **8 UNITS**

ADD 1 HOUR FOR ABSORPTION = **9 UNITS**

Allow 1 hour per unit for body to process the alcohol. Therefore, if you stop drinking at 12 midnight, you will not be alcohol-free until at least 9:00 am.

If you consume 24 units of alcohol and stop drinking at 9:00 pm on Sunday, your body will take until 10:00 pm on Monday to process the alcohol – the best-case scenario without taking into consideration the factors that will increase the time frame for alcohol processing.

Spring RoadWorthy will include Myths about Alcohol and Margaret's conclusions.—Ed.

MARGARET'S QUIZ

We had great fun with this at the July Group night—thank you Margaret! If you were there—can you remember the answer to these.? And if you weren't there, have a go yourself. We will include comprehensive answers in the spring edition of "RoadWorthy", but if you cannot wait, they can be found on our website www.neleiam.co.uk, under the 'Events' tab and by clicking "videos" on the right of the screen.

1. When did the first drink driving laws come into existence?
2. What was the basis for choosing 80g of alcohol in a 100ml of blood?
3. At what age is it illegal to give a child alcohol?
4. Name some of the strongest alcoholic drinks in the world.
5. Name the three basic types of alcohol.
6. How many deaths is alcohol responsible (directly and indirectly) in the UK each year?
7. How many hospital admissions related to alcohol were recorded in 2019/20?
8. How much does alcohol misuse cost the NHS each year?
9. Most people develop problems with alcohol at some point during their lifetime. True or false?
10. A Glass of Red wine is good for your heart. True or false?

Preparing your car for the new season

Advice from the IAM. The nights are drawing in and there's a chill in the air—autumn and winter are on their way. Below are tips for prepping your car for the coming seasons.

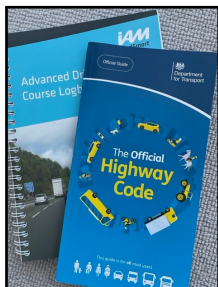
1. **BE BATTERY AWARE.** Batteries have to work harder in autumn and winter in order to start your vehicle. Check your battery's condition and if necessary replace it. You may want to consider a maintenance charger to keep the battery well conditioned.
2. **CLEAN THE WINDOWS.** Autumn and winter means the sun is lower in the sky, which can dazzle you. Keep the windscreen and windows clean for good visibility and don't forget the inside too. Make sure you also take the time to check your wiper blades.
3. **CHECK YOUR LIGHTS.** You may not have used your lights for months, so before your first dark drive make sure all the bulbs are still working.
4. **TAKE A LOOK AT YOUR TYRES.** Leaves + rain = slippery roads. To help you drive in these trickier conditions it's vital that you check the tread on your tyres, and make sure the pressure is correct.
5. **CONSIDER A SEALANT.** You might want to seal the outside of your car to give the paint protection from mud, water, salt and debris.

September Meeting—IAM Road Smart Advanced Driving Test—What the Examiner is looking for

Tom Duggan

Tom Duggan member of IAM Road Smart for 31 years, was an Observer/Senior/National Observer for 27 years. Masters Mentor and an Examiner for 4 years and covering Hertfordshire, Cambridgeshire, Suffolk, and North Essex.

Pre-test – Observers



Examiners test on the content of the **IAM Road Smart Handbook** and the **Highway Code**. (*Roadcraft is not used for the Advanced Test*).

Examiners are not out to fail Associates. As an Examiner, Tom will not take an Associate down a road where the speed limit is unclear; there will be clear signage and/or information available to determine the speed limit. Should the Associate make a mistake, an examiner will give him/her the opportunity to redeem himself/herself. Repeated mistakes may lead to an unsuccessful test outcome.

A demonstration drive at the very start of the learning process, i.e., Drive number 1, will show the Associate how it is done, highlighting the System of car control (System) what is required of them.

Most people's attention span is about 45 minutes and so drives should not be longer than one hour.

Encourage your Associate to practice between observed drives.

It is important that Associates are given homework between drives to ensure they practice and remain motivated. Follow up on this at the start of the next drive. Inform them what driving topics will be covered on the next drive.

Encourage Associates to attempt spoken thoughts/commentary. This could start with hazard signs identification, junctions, traffic lights etc., this will improve the Information phase of the System.

Emphasize the importance of mirrors and appropriate use of them especially prior to dealing with a hazard.

Tom would expect an Associate to be Test ready after 5 to 7 drives, any more than that then they are not getting it. The Test is not a continuous assessment process – it is important not to build Associates' hopes up (e.g., "you will get a First!").

If the Associate is nervous or is not making progress, consider a mock test and/or drives with other Observers. This way the Associate will get accustomed to having someone different sitting in the passenger seat and will be providing you with an informed assessment of the Associate's driving. Fifty percent of Associates fail due to nerves.

Although some NELE Group Observers undertake peer reviews and share experiences, training had not taken place for more than 2 or 3 years. Nationally, the pass rate is approximately 90%. Tom observed that where other Groups were undertaking regular training or where Observers had taken it upon themselves to train and develop their driving skills, their pass rates were significantly higher – 90% +.

As an Examiner, Tom does not refer to the Associate's logbook but on the evidence he finds on the day; it is not continuous assessment process. It is about how the Associate drives during the test.

There were no questions from Observers present.

Pre-test – Associates

Listen to and take on board what your observer is telling you.

Study and apply the contents of the IAM Road Smart Handbook and the Highway Code. Have a sound knowledge of these books as the Examiner will ask questions on their contents and observe the application of your knowledge in your driving.

Expect to be asked questions about your car. For example, if a car is electric, your examiner may ask what it can and cannot do. Has it got ABS, traction control, lane departure, etc. You may be asked if you have lane departure, is it switched on or off - as the driver of the vehicle, you are in charge of the vehicle and responsible for all driving decisions.

Demo drive – at the start of the course ask your observer for a demo drive if he/she has not provided one. It is important that the Associate knows what is expected of them and so the demonstration drive is important.

Practice between drives – complete your homework, know what you need to work on and expect to demonstrate what you have learnt from the previous drive to your Observer at the start of your next drive.

Before your drives, go for a 10–15-minute drive to “warm up”. This not only warms your car but also demists the brain of the driver! This will ensure that you get the most out of your observed drive.

Nervous about your test – mock test/drives with other Observers will help. Get used to having a stranger in the car alongside you. Of those that fail, 50% is down to nerves!

Attempt spoken thought (commentary). Get in the habit of giving commentary by starting with hazard signs recognition, traffic lights, bends, etc.

Practice, practice, practice, and work through your logbook. Within 5 to 7 observed drives you should be TEST READY!

Pre-test – Associates (Test ready)

Once you have applied for the test, Head Office will pass your details to the local Examiner who will contact you by phone or email to arrange the test.

The test location will be within 10/15 miles of your home. These are usually supermarket car parks, motorway services, etc. Great for meeting up, facilities for comfort breaks and have roundabouts close by so the Associate can demonstrate to the Examiner the application of the System.

Examiner will meet you outside the entrance to the store/services.

Once you know the test date, arrange a drive with your observer – tests are usually arranged with 2 weeks' notice.

Clean your vehicle – especially clean and tidy the interior (glass inside and out). Vehicle check – tyres, fuel, etc. Have any defects rectified prior to the test. Anything that would be an MOT failure will stop the test from taking

place.

Get a good night's sleep. Most Associates find the test a little taxing.

Day of the Test – Associates

On the morning/afternoon of the test, go for a drive. Warm up.

Please, please be on time - arrive with time to spare.

If you are running late, pull over and ring your Examiner – you will have his/her mobile number from his/her call to you!

Day of the Test – pre-start

Introductions – the Examiner will already have spoken with you over the telephone.

The examiner will check the following:

- your eyesight – car reg. plate from twenty metres. If you have not had an eye test in the last couple of years, it is recommended having one prior to starting your training.
- check for any disabilities – hearing issues etc.
- the exterior of your vehicle – tyres with sufficient tread, no bulges, loose body work etc.

Some Examiners may move the passenger seat as far back as it will go for safety reasons or to fit in comfortably, not to look at the speedometer!

Please bring the signed Declaration with you. The Examiner will have a copy for you to sign if you forget.

The Examiner will resight the Disclaimer to you: – “as the driver, you are in charge of the vehicle during the test, etc....” which you should be used to as your Observer should go over it with you at the start of each drive.

Direction - to check if you know your left from your right. The Examiner will establish with you the descriptive words he/she will use for roundabouts – left and right at the next roundabout or second exit of the roundabout or exit at the 12 o'clock position, etc.).

Route: The Examiner will run through the route and may use a map to provide you with an overview. The route is likely to include a motorway/dual carriage way, A & B roads, unmarked roads, urban driving and hopefully opportunities for overtake or three!

The Examiner is looking for:

- Safe drive
- Systematic drive (clear demonstration of the System of car control)
- Smooth drive
- Sparkle – that is a little bit extra, appropriate for the conditions. Use the car for what it is intended for - when it is safe to do so to make safe progress!
- Cockpit drill – structured and logical, covering the essentials.
- Moving brake test.

During the test, your Examiner may make notes – if the Examiner is writing something down it may have nothing to do with your driving, and it any event it may well be a positive!

Spoken thoughts/commentary – the Examiner may ask if you are going to do so. Suggest doing this at the start of the test and interject during the drive to provide clarity to the Examiner.

This is a car test not a bike test. If you get it wrong, the Examiner is coming with you!

Relax and enjoy – nerves are good but in moderation

The Examiner will inform you when the test starts and finishes. Do not assume when you return to the start location of the test that it has finished.

If there are no questions of the Examiner, the test will begin.

Test Starts – what Examiner is looking for

The Examiner utilizes the Advanced Driver Test Report which sets out the competencies on which the Associate will be marked against. The competency levels are:

- 1 – Commended
- 2 – Satisfactory
- 3 - Requires Development.

The competencies are:

- Safety and Legality – no explanation required!
- System (I.P.S.G.A.)- The Examiner will have planned the route so that the Associate can demonstrate the system right from the get-go. Clear demonstration of the SYSTEM
- Observation – demonstration of good observation skills. Shoulder checks before you move off – bicycles, mobility scooters, e-scooters, even electric cars may not be heard approaching.
- Planning and Hazard management – Information - what you do with what you have seen – application of the System.
- Anticipation. E.g., coming up to junction. What is likely to be there? What can be expected to be there?
- Vehicle sympathy and eco driving. Stop/Start, changing gear, etc. - demonstrate eco driving when appropriate.
- Positioning – primarily for safety
- Spoken thoughts – covered above.
- Gear changing – smooth and positive, holding gear stick properly. If driving an automatic, do not keep it in “D” if you want to achieve a F1rst.
- Use of gearbox - gear changing is so important to ensure vehicle stability especially on down shifts. Practice and perfect separation of gears and brakes.
- Acceleration/sense - no coasting

- Mirrors/rear observation - the Examiner will be observing your driving and how you interact with the vehicle. Check mirrors on approach to a hazard
- Steering - both hands.
- Braking – the three phases are clearly demonstrated
- Signals – appropriate and timely
- Knowledge – at the start of the test, the Examiner will check the associate's knowledge of the Highway Code and the Road Smart handbook. Usually, three or four questions on each, such as:
 - Highway Code, e.g., traffic light sequence, what to do if you breakdown on a motorway, speed limits, places where you can overtake, etc.
 - Advanced driving, e.g., limit point, the system of car control (what it is, and the stages), etc.
- Cornering – positioning, entry and exit speed. Drive to the conditions.
- Overtaking - you may not get an opportunity to overtake but Examiners would like to see Associate getting up to the point of putting the car on the other side of the carriageway. Same steps if you are overtaking a stationary vehicle as passing a moving one. Cyclists – plan to follow them, and when safe, overtake.
- Restraint/progress - demonstrate you are an advanced driver (Sparkle), but also exercise restraint where and when necessary.
- Human factors and concentration - keep the same level of concentration at the end of the test as you did at the start. Get a good night's sleep prior to the day of the test.
- Courtesy – clearly demonstrated though out the test.
- Slow manoeuvring - reverse park into a parking bay of your choice
- Smoothness - no jerky gear changes or erratic braking

If the observer has done his/her job and you have practiced and demonstrated your competencies in the topics above, there should be no "3's".

Sparkle – as an Examiner, Tom's has quite a low threshold of boredom..... When there is a safe opportunity, make progress!

Spoken thoughts – make them relevant and appropriate; you will not expect to do this throughout the whole test. You can choose not to provide spoken thoughts, but do not expect a F1rst.

Try to relax during the test, Tom will talk to you during the test to check how you are getting on and may talk about the weather, your car, sport, etc. to check your concentration.

Test Finished – so Examiners work begins

Tom (Examiners) will inform you straight away if you have passed or not.

"You can tell someone they are bad lover but not a bad driver."

There will be a post-test de-brief during which the examiner will discuss the various aspects of your tests and provide you with a written summary report.

Tom (Examiners) will encourage you to continue the learning process whether through re-test should you fail, or Fellowship, First, Masters, becoming an Observer... keep the standard up with regular re-tests and stay connected with your local Group. If you have signed up for a Fellowship, then it is important to do training and/or observed drives prior to re-test.

If you have passed, a week or two later you will receive, in the post, your report and Certificate.

Answers to Questions:

Q. I am awaiting being allocated an observer. I understand that I am expected to practice in between observed runs, but how many runs would you anticipate necessary for the average driver? *A. 5 to 7 observed drives.*

Q. Am I expected to read and demonstrate I have read and understood Roadcraft or is it just the IAM's Manual and Highway Code that I need to fully understand and demonstrate? *A. IAM's Manual and Highway Code.*

Q. With the proliferation of more 20 mph limits in general (as they are in South London), are Examiners going to be as strict with keeping to the limit with these as they are with 30 mph limits? I can foresee more failed tests if so, making fewer new members. *A. Driver is in charge of the vehicle and responsible for driving decisions at all times – i.e., must conform to Highway Code and Traffic Laws. IAM Road Smart is a road safety charity, and its members drive by setting a positive example.*

Q. I remember an examiner (many years ago) advising that it was acceptable to drive approx. 10% faster than the speed limit, particularly on a motorway. So currently no faster than seventy-seven mph. Is this still correct? *A. In the test I am looking for conformance with the posted speed limit – using the car's speedometer as reference. See Highway Code 124, 125, 126 146, 261 & 281.*

Q. What is the opinion of established and highly regarded motoring organisations - including IAM Road Smart - about the Government's intended proposal about possibly lifting the 70-mph limit on motorways and other speed limits on designated roads? (In my experience most drivers on motorways drive between 70-80 mph). *A. I do not set or advise on policy of IAM Road Smart.*

Q. Following on from the question of "a permissible 77 mph". Are speed cameras on motorways set *consistently* at a certain speed for "clocking", or do they vary between constabularies? *A. Check with local authorities.*

Q. Is it ever permissible to "undertake" in lanes 1 or 2 on a four-lane smart motorway? What about a dedicated lane for leaving the motorway which can begin at least one-half mile from the actual exit. *A Highway Code Overtaking 163 –stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving slowly than you are, you may pass on the left.*

Q. What is the frequency and how do Examiners keep their qualification? *A. Retaken every 3 years – conducted by IAM's Area Delivery Managers.*

October Meeting—The Routemaster Bus—A London Icon

by Nick Blurton

Nick is a retired HR professional with an extensive background in the Bus and Coach Industry. His career started with Rolls-Royce, and he spent most of his working life working in the Quarrying and Building Products Industry. Throughout his career however, he worked on a part-time basis as a coach driver and upon retirement he took it up more or less full time.

How did it become an Icon?



It was Cliff Richard's fault!

In fact, three different buses were used in Cliff's "Summer Holiday" film, all sold by London Transport to Associated British Picture Corporation in April 1962.



The last Routemasters were replaced by c400 "Bendy buses", Articulated Mercedes-Benz Citaros. These were introduced by then Mayor of London, Ken Livingstone who wanted a modern vehicle with increased capacity and increased safety.

Old Routemasters never die, they just lose their roof!



Nick's interest in buses and coaches goes back to his childhood and he has the most comprehensive collection of slides and photos, some of which he used to illustrate this colourful talk which centred around the development of the original Routemaster in London. There is insufficient space to share many of these with you, but do watch the video recording of Nick's presentation on our website www.neleiam.co.uk under the 'Events' tab. Click "videos" on the right of the screen.

RM1 (SLT 57)



One of 4 prototypes, the RM1 was completed in September 1954.

The last day 9th December 2005



The last RM (RM2217) (right) ran in normal service on the 159 on 9th December 2005.

A Conundrum

by Observer, Iain Wyness

In my far distant youth my overriding ambition, and that of my peers, was to learn to drive and to own a motor car. I learned to drive on a tractor, which some contend remains evident in my driving. There was nothing like spending a weekend tinkering with an engine. I joined some like-minded friends, a mechanical engineer, a quantity surveyor, and a doctor. We pooled our resources to obtain various cars. Visits to scrap yards were frequent and all sorts of bits were acquired and invariably transported to the doctor's workshop, which was done out like an operating theatre. Neat rows of tools in ascending size order lined the walls.

Ports were polished, valves milled, valve springs and camshafts were changed, and, ambitiously, heads gas-flowed. A day's work concluded with a visit to a pub where, over a pint or three, an esoteric discussion would ensue upon such topics as the merits of the Stromberg as opposed to the SU, Weber and Zenith carburettor. Girls company tended to take second place. However, to the amazement of my friends, I did manage to secure the interest of a young model. I decided that such a delightful vision should be introduced to our pride and joy, the Lotus 7.

Her reaction, I recall, was not propitious. She inquired whether I intended to drive her in "that". I explained the absence of doors and that it was necessary to step into the car and to lower oneself onto the seat. This operation necessitated her raising her skirt to a level that would have brought instant reprimand from Mrs Whitehouse, whom those of a certain age no doubt will fondly remember. I donned a cheese cutter cap in the manner of the late Mike Hawthorn, a revered racing driver of the time. The engine we had worked on for many hours and it was tuned to provide an almost unbelievable 0-60 time of 3.2 seconds. We set forth in a blast of sound with me determined to demonstrate the abilities of the machine. Amidst the noise and the incomparable aroma of Castrol R I discerned an upraised voice including, "For God's sake ...". I glanced at my passenger and realized that perhaps I had made a slight error of judgement. "Take me back," she said, "AT ONCE". What I had thought to be the start of a long and fruitful relationship was beginning to enter a downward spiral. I just hoped that it was redeemable rather than terminal.

On arriving home we had to face the problem of disembarkation. I explained that the ideal was to bring the knees toward the chin, execute a radical turn of 90° to port from the direction of travel, and then to lower the legs onto the ground to achieve a vertical posture. The instructions were followed without demur until, with an ear-piercing shriek, my hapless passenger positively rocketed to a standing position and there followed much rubbing of

calves. Unfortunately the hot exhaust was adjacent to the passenger's debussing point and the poor girl had scorched her stockings and her legs. What followed could be encapsulated in a single sentence, which included an uncomplimentary aspersion upon my intelligence quotient together an entirely unwarranted reflection as to my ancestry. Thus the brief relationship was abruptly terminated.

There is a point to this rambling recollection of a misspent youth. Modern young men apparently do not share the fervent desire of my generation to drive and to own a car. Their priorities are altogether different. There are several factors that impinge upon that outlook, many financial. University education is a primary consideration: some 40 per cent of young people are now in higher education with resultant fees and repayment obligations, giving only limited opportunity to consider car ownership. Thus it tends towards the 'mañana syndrome', or 'yes, but later'. Equally, motor insurance is a thorny issue and the young can be subject to eye-wateringly expensive premiums. What incentive is there to buy an 'old banger' for a few hundred pounds only to be faced with a premium ten times the value of the car.

Forward leaps in technology have induced the young to seek top of the range smartphones as a status symbol rather than a car. There is no need to spend limited funds and time on driving lessons when it is possible to sit in front of a screen and drive a Ferrari or a Maserati round a race track in virtual reality at no cost. Fitness and cycling have greatly increased in the opinion of the young. Public transport is much improved and, of course, in extremis there is always 'Mum's taxi'.

The Independent Transport Commission, an independent think-tank, recently published figures showing in 1983, that 82 per cent of under 25 year-olds were learning or had learned to drive. That figure is now 53 per cent and depreciating annually. The IAM management commendably is seeking to attract younger drivers. However, observers can confirm that the majority of newcomers are over thirty and, further, that the standard of trainees is markedly declining. There is no readily obvious immediate fix. Hopefully our fate will not be that of the dinosaur!

Motoring in Iceland

by John Harrison

This is not a definitive article on the subject but rather some thoughts arising from our recent visit on a cruise and a video I have about the history of motoring in Iceland, plus other sources. The video was acquired when I was researching first cars on islands and once on our cruise we were able to meet the video maker in Reykjavik whilst there and effectively we had the services of a free tour guide. Iceland was slow to embrace the car. Its rugged terrain was not very car friendly. Though the first car

arrived on 20 June 1904, it was not very successful and was eventually returned to Denmark. The second car did not arrive till 1907.

Iceland's traffic drove on the left until 26 May 1968. Plans were made to switch during the War, but the British occupation resulted in military traffic significantly exceeding civilian traffic so the plan was abandoned. Sweden's switch to driving on the right in 1967 was a spur to Iceland following suit. The plans to switch were obviously successful as the only casualty was a boy on a bike who broke his leg.

Iceland's traffic is broadly similar to that of other European countries. Iceland does not have a motor industry so all vehicles are imported. A motor manufacturer is developing prototypes, however. A company called Ísar (plural of "Ís" which is Icelandic for ice) is planning to produce a large four-wheel drive vehicle similar to the Hummer. Though cars have not been manufactured in Iceland, there is some history of cars being assembled. Following the wreck of a ship carrying a number of Overland parts, some Overland cars were built on the island and in 1940 108 American Dodge cars were assembled.



The most obvious thing the observer would notice regarding traffic in Iceland is a number of what might be called "super SUVs"; four-wheel drives with raised up suspension and other features to facilitate off-roading such as the one in the picture. There are similar vehicles here but they are comparatively rare. Off-roading itself in Iceland itself is illegal with not only fines but the risk of imprisonment. This is perhaps not surprising as much of Iceland has significant ecology and geology. Drivers must keep to recognised roads and trails, but there are a number of roads called F-roads which only 4WDs can use. Following the 2008 financial crash, the promotion of tourism has done much to revive the country's economy and there are companies offering 4WD tours for tourists. On a grander scale are specially built buses operating tours to glaciers as shown on the picture (left).



Road building was slow to happen in Iceland. I suppose it is a bit of a chicken and egg situation; because there were few roads there were few cars and because there were few cars there were few roads. In 1907 it was estimated there were 240 kms of road navigable by motor traffic and the government embarked on a road-building programme, but the amount of navigable roads had only increased to 700 kms by 1924. Roads were being constructed manually and using horses and carts, however, but in the 1920s mechanised construction methods were introduced and by 1937 there were 4,500 kms of navigable roads and in the 1930s and 40s there was a significant increase in the use of the motor car. Even so, after the Second World War many roads were still of gravel construction and some still remain – we used one on a coach tour and it turned out to be a reasonably acceptable road surface. Iceland's most significant road, the Ring Road or Route 1, was completed in 1974 when Iceland's longest bridge, over the Skeiðará River in southeast Iceland was opened. This goes round the whole island and is not only an important route for the island's economy but also a tourist route.

There are five motor museums in Iceland. Unfortunately, the ports we visited on our cruise were generally not conveniently located for them. The exception was the Akureyri Motorcycle Museum – our ship was visiting Akureyri. I hit a problem, however, that the Museum is only open in the afternoon and we had an excursion booked for the afternoon. I then realised after some careful negotiations with the guide and by missing

seeing the Botanical Gardens I could get to visit it, albeit half an hour before closing.

As I am not a particular motorcycle expert, I concentrated more on the registrations in the Museum than the bikes. Their oldest machine was this 1928 American Henderson. I was especially pleased to see it as the number plate is from the Icelandic 1915-37 system, the only one I was able to see. RE indicates Reykjavik. The bike had been rebuilt from parts and I cannot help thinking that in the process a bit of artistic licence was used to recreate the front plate.



Having got onto number plates I should explain that as Iceland was slow to embrace the car it was slow to adopt number plates, having not introduced them until 1915. The present system dates from 1988. The format was originally LL nnn, but in 2007 it changed to LL Lnn. Plates are issued on a random basis, so it is not possible to tell what is a recent issue. In the gap in the middle of the plate there is usually an inspection sticker saying when the car should be inspected. Cars have to be inspected after four years, then after two years, then two years again and then annually. The last number on the plate indicates the month the inspection is due; 1 for January through to 0 for October. In case you are thinking the inspectors have nothing to do in November and December I should explain there is scope to do tests early or late – the Wikipedia entry for Icelandic number plates explains it in detail.



1937-88 plates are still valid and make classic cars easy to spot. They comprised a letter indicating the place of issue followed by up to five numerals. This lovely Mack truck was seen in Reykjavik. R was the code for Reykjavik. Classic cars seen in Iceland were generally American ones. As these plates related to the owner not the vehicle, low numbers had a certain status and many have been perpetuated as vanity plates on modern cars. 'I' was the code for Isafjörður.



£350 and the owner can have the plate for eight years – people over 65 do not need to pay a renewal fee then!

Iceland has additional letters in its alphabet. These are not used on ordinary plates but can be used on vanity ones.

Some examples of such plates I saw are 00000, 5201 (BMW 520), BRMBRM (on a motorcycle), BRUMMI, HOPP (Icelandic for "jump"), JþH, KAFARI (Icelandic for "diver"), LAUGH, MUMMI, OLD 1 (on a Chevrolet Corvette), SECURE and WANTED.



On the Road with the band 'Cymande'

by NELE Webmaster and Local Observer Pete Minvalla

Background: I am part-time Production Manager for the band 'Cymande' and have recently returned from a short North American tour involving 1,000 miles of shared driving in a hired 15 seat Sprinter van. As music pioneers, Cymande emerged as innovators of the black-British music scene during the early 1970's. More information can be found at www.cymandeofficial.com.

The Tour: This was a mini tour which began at Pop Montréal 2022, Canada (28th Sept). Some of the band arrived a few days earlier to get a new sax player up to speed as both of our current players had other commitments. He is Greg Thomas from Chicago, a long-standing member of George Clinton's bands, so that was a quick process!

I flew over with Kerry and Chris (my crew) from Heathrow, we arrived at 6:30 for a 9:30 flight only to see 'Flight Cancelled'. Good start. So, we were put on a 14:00 flight and given a £20 food voucher each. We still have no idea why it was cancelled even now. We arrived at Montreal, took an Uber to the hotel and met up with the band, all good.



Lunch at Jamesons, Hollywood.

The crew and I arrived at the gig early to check all the hired-in backline gear has arrived (not always the case) and with the stagehands began setting up the keyboards, percussion and drums. The keys are complex and require a 40-minute upload process and configuration.

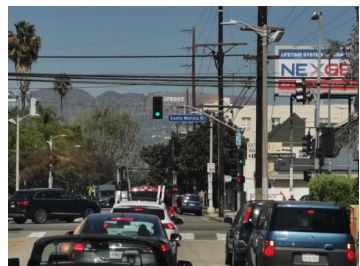


In Alan's Mustang to pick up the Sprinter van

As with all festivals there is limited changeover time with many bands playing so it can get quite stressful at times. The gig went very well so back to the hotel ready to fly to LA the next day in preparation for the Desert Daze festival

at the beautiful Lake Perris (30th Sept).

On arrival at LAX, we met with our US contact Alan who took Patrick (band leader),



Hollywood

light show from an old guy creating 60's style oil wheel projections, involving a row of overhead projectors and spinning plates. The location was beautiful, a beach leading to a huge lake surrounded by mountains.

So, the next day it was the big drive, 440 miles to San Francisco for the 'Hardly Strictly Bluegrass' free festival (2nd Oct). I took the navigation role using Waze for the first stint and off we went, all 15 of us in the van. As an Observer, my main objective was to familiarise as much as possible with the US roads - signage, road markings, terminology, rules of the road etc. However, it was important not to be critical of Kerry even if there were a couple of safety concerns, not the time to upset a tall Jamaican army veteran, he has a long driving history and is qualified to fly a Chinook (he used to repair them)!

Around halfway to SF we stopped for fuel and lunch at a TA Truckstop, recommended by Greg. All fine except the guard plate inside the fuel filler refused to open at all. We checked the manual, phoned the hire company, got the attendant to help but it would not open. Misfuelling is not covered under our hire agreement, the van was diesel, so we looked for Black pump handles which not all pumps had. Luckily, we spotted that Black is for normal petrol and guess what colour diesel is? Yes, Green. Disaster averted.

Back to the filler problem I could see two small black plastic lugs which the pump nozzle is meant to touch but it seemed the nozzle diameter was too small. So, after a few attempts I got a finger on each and it released the plate. Long delay averted. So, I took the wheel and familiarised with the controls, set the seat and mirrors then as is often the case we waited for all the band to return to the van. And waited. In these situations, I have learnt to meditate and rest rather than get stressed before steadily setting off with Kerry assisting with navigation. Although I was happy using Waze, a second pair of eyes was welcome.

I got us all the way to our next Hotel in central SF with no big issues other than a missed turning or two. Here are some observations:



Soundcheck time at POP Montreal

- Overtaking on both sides is legal and commonplace, use of both wing mirrors is recommended.
- The central line is a double yellow line, not white.
- When freeways go to normal two-way traffic at daytime you have to put headlights on.
- Overtaking large rigs in a high sided van - about halfway past you get pulled towards the lorry and when a few metres in front you get pushed away towards the hard shoulder. With a bit of practice, I could pre-compensate for these

movements to maintain a straight course.

- Freeway junctions frequently take the right lane, so it is often better to keep to the second lane to avoid any last-minute changes.
- Freeways often split into two, so keep looking ahead and plan lanes early.
- Urban areas are pretty logical, just the other way round. For example there was a junction in Monterey with five streets converging, all with stop signs. So, after a ponder, I treated it as a roundabout (but in reverse) so priority from the left. It seemed to work!

Gig day at SF and we get taken by the event organisers to the festival. Unlike anywhere else, they had a very strict covid policy and we all got tested on arrival. Then I went with the crew and some of the band in golf carts to our stage to start setup. Then the bombshell dropped, Steve the bass player and key member had tested positive. We were ushered off the stage and told to go back to the testing area. This rounding up of people took an hour but back we went, and he was given a PCR test to confirm, so no gig! We were assured we would get paid though. A lot of disappointment for us, and for the fans too.

Next morning, Kerry took the wheel and off we went to Monterey for the last gig at the stunning Golden State Theatre (4th Oct). The hotel was at a quaint suburb called 'Seaside', yes, by the sea. When on tour, life can be hard at times, long hours, jet lag, high pressure before the performances and delays of various kinds. What happened that evening though was something none of us wanted.



At Seaside, Monterey

Greg, Kevin (trumpet) and I decided to stay local and have a beer and meal at a local sports bar where we hung out watching the 49ers winning.



La France fire engine, San Francisco.

Suddenly Kevin couldn't talk, his lower face was shaking, and he slumped onto the bar. I immediately shouted to the barman and a couple of guys came over. Fearing he could fall off the bar stool we got him to sit down near the door and the manager called 911. Police arrived in two minutes and EMS (plus fire engine) in five. I went with him to the ER where I stayed for 7 hours reporting back progress to the band. He had suffered a mini stroke, but luckily no long-term damage found after multiple scans

and tests. He could not do the gig though or travel for several days. That was a warning to all of us, just so relieved it wasn't a lot worse. Yes, the band had medical insurance.

Gig day in this wonderful Art Deco 1926 theatre came and unlike most festivals we had the luxury of a decent soundcheck which allowed Greg and Adrian (keys, MD) to work out how to cover for Kevin. Another successful gig. Sadly, nobody answered the door at the studio so off to the hotel.

Next morning another long travel day beginning at 7.00 am with me driving the first leg back to LA. It was dark, damp and foggy so maximum concentration was required. Kerry took over halfway and we headed for a recording studio in Hollywood as the band were using the opportunity to put some new tracks down. Kevin however had to stay in Monterey until released but was in the capable company of Simone, our tour manager. Finally, we return our dependable van after 1000 miles of service. Then an Uber to LAX for us crew to return to UK.

Nothing is ever simple on tour and although our e-Tickets said Terminal 2 for United Airlines it had of course been moved to Terminal 7. Anyway, we got the flight ok. I was in the back row in the centre surrounded by a very amusing group of 11 Mexican gentlemen from LA on a birthday 'bender' (a word I introduced to them). They were doing two days in London then off to Amsterdam, then after that anyone's guess. So, no sleep on that flight but they did offer me snacks.

In summary, life on the road is an amazing experience but definitely no holiday!

New number plate changes effective from 1st March 2022

- New BS AU 145e standard plates which meet the new British Standard for Retroflective Number Plates
- The Plates are made from a tougher material which makes them more resistant to abrasion and other damage, and started to be used in late 2021 (to make ANPR recognition easier)
- Number plates can also now only display solid black lettering. Two-tone plates that use different shades to create a 3D or 4D effect have been banned
- The lettering can still be Perspex or acrylic lettering, provided it meets all other requirements
- The new number plates will also have to include the supplier's business name and postcode, along with the name of the number plate manufacturer and the new standard

***An early reminder for 2023 NELE subs due 5th January 2023 .
This includes NELE bank details to facilitate on-line banking or to set
up a standing order, but also how to pay by cheque.***



**North East London & Essex Group of
Advanced Motorists**

Group No: 7043 Registered Charity No: 1056280

Affiliated to The Institute of Advanced Motorists, Charity No: 249002



**Early REMINDER Membership Renewal 2023
and personal data update**

- ☐ I understand that my membership fee is due on **4th January 2023** and wish to renew my membership of NELE Group of Advanced Motorists for the year 2023
- ☐ I have set up a standing order for the value of £10 ("NORTH EAST LONDON AND ESSEX GROUP ADVANCED MOTORISTS" ACCOUNT NUMBER 44313460, SORT CODE 30-90-89 (Lloyds))
- ☐ I enclose a cheque for £10 made payable to "NELE IAM"
- ☐ My updated details are as below, and I agree to these being held in accordance with GDPR.

Full Name:			
Address:			
Post Code:			
Home Tel. No:		Mobile No:	
Email:			
IAM Member No. (if known)			

Gift Aid provides additional support for us by allowing NELE IAM to add a tax refund to your membership subscription at no extra cost to you.

- ☐ I request that all subscriptions and donations that I have made to the NELE Group in the past 4 years (as applicable) and all subscriptions and donations I make hereafter be treated as Gift Aid donations. I confirm that I have paid each tax year and continue to pay an amount of tax at least equal to the amount to be claimed on all my charitable donations. (Current tax reclaim is 25p in the £1 or £2.50 for £10). I confirm my full name, house number and postcode are as above.

Signature

Date

Please return completed form to: **Treasurer, 29 Malpas Road, Chadwell St Mary, GRAYS, Essex, RM16 4QX.** E-mail: treasurer@neleiam.co.uk

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Your Letters

Dear Editor,

May I congratulate you on a very interesting edition of RoadWorthy (Summer 2022)? The production, quality of writing and of paper/print/layout/presentation have been excellent, making it a production that gets better and better with each edition.

I particularly liked the article by NELE observer Barry Collins, who highlighted the missed opportunity by the UK government (when updating the Highway Code to establish the Hierarchy of Road Users principle), *not* to look at changing the law—as in line with other European countries—to ‘presumed liability’ when a motorised vehicle is in collision with a more vulnerable cyclist.

Clint Childs’ account of him going to take the motorcycle theory test seemed as if he was visiting HM prison, with it just stopping short of an intimate body search! When students take written exams these days (from GCSE to Degree level) a scaled down version of these procedures should be implemented.

Paul Gillett’s account of formatting a Dashcam SD card (based on Elliott Blackburn’s presentation) was very educational indeed. Finally, the article ‘A day in the Life’ by the NELE Group Secretary, I found very lively, pacy and refreshing.

Please keep up the good work.

Mr M C Noel (Wanstead)

Thank you Mr Noel. I don’t know why, but your letter reminds me of the current Haribo advert. “Hold on a minute—we ARE the Police”. You are after all the NELE Group Secretary! (insert—smiley face!). But your article was very much appreciated as indeed is your feedback. It’s been great to receive an increasing number of articles which makes my job all the more worthwhile and the output all the more interesting for everyone. -Ed

Dear Editor,

I thoroughly enjoyed the motoring anagram quiz in the Summer 2022 edition. However, just to highlight that there is no such car as a Fiat Lupo, only a Volkswagen Lupo.

John Harrison

Well, that’ll teach me to crib a quiz from the Home Counties North Advanced Drivers Group and not even credit them for it! Apologies to any of our members who struggled with question 2 of the quiz, and huge apologies and a big thank you to Richard Furmanski and our friends at HCNAD. -Ed

MINOR CORRECTION—In the last “Roadworthy”, Barry Collins said that the GB plate was a victim of Brexit. This is not the case. The government’s thinking in the change from GB to UK was that it was not inclusive as Northern Ireland was not part of Great Britain, though I’m not aware of any pressure from people in Northern Ireland for the change. The GB plate dates back to the 1909 Paris Convention and it seems a shame that something that has lasted so long has been abandoned. Before the convention a motorist taking a vehicle from one country to another had to register their vehicle in the second country which was a bit of a nonsense and the 1909 Convention was the first attempt to resolve this. One consequence of Brexit is larger trailers being taken abroad now have to be separately registered. The format for these is a letter followed by seven numbers, e.g. W4810749, black characters on a grey background. They are allocated in a random way so there is no pattern to their issue. The best way to spot the is to look on articulated lorry trailers on motorways.

John Harrison

Thank you John. We are lucky to have your expertise in the Group. -Ed

NELE IAM Committee

(From September 2022)



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The views expressed in this newsletter are those of the individual contributor and not necessarily those of NELE IAM or IAM RoadSmart unless so stated.

**Comments, ideas, suggestions and perhaps some
motoring humour most welcome!**

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