



Official Provider



# ROADWORTHY

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



*C'est une Citroën Ami - voir page 31!*

Spring 2023

INSTITUTE OF ADVANCED MOTORISTS AFFILIATION NUMBER 7043  
REGISTERED CHARITY NUMBER 1056280

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*February Group Night  
at the Moby Dick (Toby  
Carvery*

## Grant Powell J.P. 1942-2022

It is with great sadness that I have to report of the death of Grant Powell who was a long time member of the Institute of Advanced Motorists having been a member for fifty seven years. Grant and his wife Sue were regular attendees at the NELE group nights.

In his early years, Grant was an Approved Driving Instructor, and in later life was an audio engineer.

Grant served on the Havering Bench as a Magistrate for 13 years and in that time he sat on the Family bench, Youth Bench and Liquor Licensing Bench. He was a mentor for new Magistrates being appointed onto the Havering Bench, and Grant was also a Member of the Probation Officers' Board.

He was also involved in the running of Road Traffic Training Days for Magistrates with the Metropolitan Traffic Police Unit at Chadwell Heath. As you can see Grant gave up a lot of his time to voluntary work.

I have lost a very good friend, and our deepest sympathies go to his wife and daughter.

**Derek Leggetter**

## 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 with like minded people, and tea/coffee and biscuits are provided. The Moby Dick provides meals and drinks for those coming straight from work.

Whenever possible, we try to “Zoom” our meetings so that you can gain access from a mobile, laptop or tablet, but be aware that this is not always feasible. When attending via Zoom, 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:-



*Pete Minvalla keeping an eye on the technology for us.*

**Meeting ID: 840 2554 8565**  
**Passcode: 909354**

Videos of some of our previous Group presentations can be found on our website [www.neleiam.co.uk](http://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.

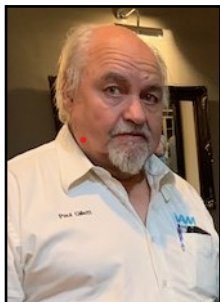
### Dates for your Diary - all at 7.30 p.m.

<b>14th March</b>	<b>Observer/Associate special. “Meet the Examiner.</b> What the Examiner is looking for” with Tom Duggan Light refreshments. Not available via Zoom.
<b>11th April</b>	<b>AGM (30 mins) followed by “From Met to City Police, Coroner’s Office to First Aid”</b> with David Leech, founder of Crusader First Aid
<b>9th May</b>	<b>“You’ve Never Had it so Good”</b> with Paul Robbins
<b>13th June</b>	<b>“Operation Aerial—Churchill’s Second Miracle of Deliverance”</b> with journalist and author David Worsfold
<b>11th July</b>	<b>Quiz &amp; Summer Social</b> Buffet. Not available via Zoom.
<b>8th August</b>	<b>No meeting—summer break</b>

**Deadline for the next edition of RoadWorthy: 19th May 2023.**

E-mail: [publicity@neleiam.co.uk](mailto:publicity@neleiam.co.uk)

## Chairman's Chat



When first I became NELE Chair in 2016, I said that I was only planning to stay in post for up to 5 years. I am a firm believer that regular changes of Chair encourage new approaches within an organization and help it to evolve. Unfortunately, the COVID epidemic interrupted any ideas of change. However, we are moving towards a situation where I hope soon to hand over the reins.

The forthcoming AGM will see several proposed changes within the NELE committee.

**Graham Fennell's** accountancy background will come in handy as he is proposed to take over as Treasurer. He will succeed **Paul Heasmer** in that role as Paul will move to take on the same post in our neighbours, the South Essex group. This is due in part because of the proposed ULEZ extension. Paul will continue to observe NELE Associates who are prepared to venture beyond the Eastern fringes of the M25 for their runs. He will also be a working-from-home member of the committee, joining us for Zoom or hybrid meetings.

**Charlie McGlinchey** will be taking a step back from the committee, where for many years he has been the gentle voice of common sense, for which he will be greatly missed. I'm pleased to say that Charlie will also continue to be an active Observer, in his case, in the North-Eastern fringes of our patch around Harlow.

The last change is that after many years as our Chief Observer, **Pete Rowles** will be stepping down to take a well-deserved rest. Taking over that role from him will be a tough act to follow!

For a short period, I shall be covering the role of Chief Observer as well as Chair to ensure a smooth transition to some new procedures which will involve Graham the new Treasurer, Clint, our membership secretary, and the revision of the IAM's Observer Qualification process. Once we've got our new processes to run smoothly, I hope to stand down as Chair, at the next AGM or, preferably, an EGM later this year.

Needless to say, the committee is like any other, always pleased to welcome new members. There are several roles that are currently unallocated, which means that we're either not achieving all the things that we'd like to, or those that are essential are being picked up by other committee members - **Jen MacLellan** being the most significant example—covering the newsletter, meetings and speaker coordinator roles amongst others. If you can spare a few hours a month, or even help out at meetings, the committee will make you most welcome, and you'll be benefitting your fellow members.

Finally, I'd like to say that although we are still recovering from the dark days of COVID, thanks to a great team of committee members, Observers, and ordinary members volunteering to help with individual events, the work of the Group is onwards and upwards. In that respect, we could do even better with more help, so do come along and be welcomed into the team!

**Paul Gillett**

## The End of an Era



It all started some 28 years ago when I decided to go to a NELE group meeting in Wanstead.

Having passed my test in 1983, and not been actively involved in group meetings since then, I thought it was time I went along to see what was occurring; I had been interested in observing but did not know much about it. I made some enquiries at the meeting and was told to have a word with Pat Clements. This I duly did, and it was like a fish being caught hook line and sinker!! (In a good way, of course.)

Pat took me out for a few observed drives, where I had to show not only my driving skills but also good communication skills. At that time there was a written exam that I had to take to qualify me to become an observer and this covered the IAM and Group admin, Roadcraft (a requirement at that time), and the Highway Code

Nowadays, the IAM has amalgamated with the IMI (Institute of the Motor Industry) to standardise Observers to the same level, so after initial training a potential Observer can be assessed by an LOA (local observer assessor) to become a Local Observer, or be examined by a qualified IAM assessor to become a National Observer (NO) whereby he/she can observe in any group in the country. Observers are then re-assessed every 3 years to keep up the standard.

Eventually I was let loose with my first candidate, and that was quite nerve-racking as I was on my own trying to give advice to a person who was a stranger to me. However, over time we got through it, and she eventually went in for the test. Over the years I have taken out a mixture of people with differing skills, some you could call natural drivers, and others well maybe not so natural....

One chap I started training awhile ago, I could not get to go over 20 mph. When I tackled him about this, he said that was his normal driving. I questioned him further about his occupation and it turned out he was a hearse driver!! We did eventually make progress and he did indeed pass the

test. I had an airline pilot who thought a straight road was a runway for take off!!

I took out a disabled chap who had no foot controls, but all done by hand, that was a challenging experience, but he went on to pass.

I had a lady who was scared of motorways but was quite happy to do 60 mph down a country lane with oncoming traffic!!

A few of course did not manage to pass the test, but their experience without doubt made them a safer driver, and that is all we can ask.

There are so many stories I could tell but I must say it has been an enjoyable 26 or so years of meeting different people who have one interest in mind and that is to become a safer driver. I have found it very, very rewarding.

And so, after all this time I have decided to step down from observing and hand over my chief observer role to my successor. It has been a wonderful experience and if reading this you think you also would like to become an Observer then please read the following article. If this sounds like you, then I suggest you contact Paul Gillett (contact details on page 31) who will point you in the right direction!

**Peter Rowles**

## **Become an IAM RoadSmart Observer**



Are you passionate about encouraging your local community to become better and safer drivers? Or maybe you remember how great it felt when you passed your Advanced test? With your skills and experience you can pass on this feeling and support onto others?

Become an observer and help welcome many more into the IAM RoadSmart community. Through the volunteer role, you'll provide the one-to-one Observed drives or rides and play a key part in helping Associates pass their Advanced test. It's a great feeling when they pass and you'll also gain a qualification yourself at no cost.

You'll meet a range of people all with a shared interest of better motoring and be able to adapt the sessions around your lifestyle.

## How you'll do it

You'll go through a training programme which includes an on-road assessment with an IAM RoadSmart Assessor. Upon completion you'll be awarded with your observer certificate which is a qualification recognised by the IMI (Institute of the Motor Industry). Not only that, every 5 years you will be re-tested to ensure your skills are up to the best standard. You'll complete your observer training within 12 months, and will be fully supported by your Local Group as you work towards achieving the qualification.

## What it takes

- You'll need to be a full member
- Excellent communication skills
- A passion to help others develop their skills
- Be keen to encourage others to join the IAM RoadSmart community, and support the charity's goals and objectives (<https://www.iamroadsmart.com/about-us/overview>)

## Progression

It doesn't need to stop there!

- Becoming an observer opens you up to many more opportunities to take you through your IAM RoadSmart journey. These opportunities include:
- Go on to be a Masters Mentor, Examiner or National observer assessor
- Becoming a Skills Day instructor (<https://www.iamroadsmart.com/events/skills-days>)
- Or even become a future Area Service Delivery Manager!

## How to become an Observer...

The first stage in the process is to contact Paul Gillett (contact details on page 31). You will need to provide the following information:

- Name and address
- Phone and email contact details
- IAM RoadSmart membership number



- Any relevant experience or qualification (not essential)

By becoming an observer, you'll play a pivotal role in helping others to develop their advanced skills, and will help them to gain their own advanced driver status.

**Observer Testimonial:** by NELE Observer, John Saffer



Until I started the IAM Advanced Driver's Course back in the early 2000's with NELE, I always thought that I was an above average driver. However, I got a rude awakening when I realised how much my skills could be improved by taking all the tips and experience from my excellent Observer.

My standard of driving rose to another level and my enjoyment of driving increased tenfold. I know my Observer got a great deal of pleasure in enjoying my success but I never thought I'd ever be capable of reaching a standard necessary to go that extra distance to Observe others.

Roll on a further seven or eight years and I had by then become a Motorbike rider with the local IAM group: East London Advanced Motorcyclists (ELAM) and to improve my riding standard I worked very hard to become an Observer.

I'd purchased a lovely Audi Sports car and went for a refresher session with NELE's Chief Observer who complimented my still "Test standard driving" and - knowing I was a bike Observer - encouraged me to become a car Observer too.

Observing car drivers for me is a great way to keep bikers safe as well as the drivers themselves. So part of my own "coaching" technique aims to highlight to drivers other vulnerable road users. I work hard with my Group Associates and encourage them to practice, practice, practice what we cover in our sessions; because that is how to become "Advanced" and pass the demanding IAM Test.

I now get as much out of their passes as they do - and that's a great feeling I must say. I've met many dozens of fascinating individuals and seen them change their driving habits so they enjoy every trip they make.

If you've passed your IAM Test then please do consider passing your skills on to others. I've never met an Observer who regretted their choice to help others. You could do the same!

**NELE currently has 14 Observers:  
9 are IMI National Observer  
qualified and 5 IMI Local**

**Observer qualified. We also have 2 active Trainee Observers.**

**5 have passed their Masters and 3 are Local Observer Assessors/IMI  
National Observers.**



## 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
Arran DYER	Forest Rise
Marie HERRY	Crouch End
Lorraine LAWRENCE	Finchley Park
Annabel MACLEOD	Islington
Rose MAGEE	Walthamstow
Julian MANSER	Palmers Green
Ravin NADARAJAH	Canary Wharf
Lesley OWIREDU	Dagenham
Mohammed Patel	Manor Park
Nick PERRY	Stoke Newington
David POTTINGER	Epping
Ahmed RAZZAQ	Leytonstone
Mac RUSEK	Bow
Lisette SPELLING	Romford
Deborah STANSFIELD	Walthamstow
Ed STORER	Hornchurch
Agata VAITKUNAS	Palmers Green

## Congratulations—Recent Passes

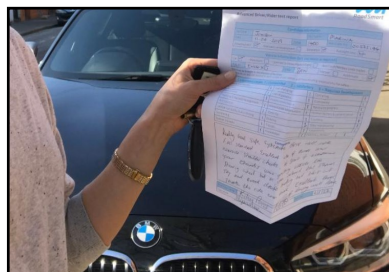
Congratulations to the following Members who passed the IAM Test recently. Also to their Observers:

NAME	OBSERVER	EXAMINER
Ashley ALLEN	Graham Fennell	Colin Underwood
Daniel EVES	Barry Collins	Eamonn Desmond
Simon ROSE	John Saffer	Mark Anderson
David ROSEWELL (F1RST)	John Baxter	Eamonn Desmond



Those who passed their advanced driving test this year can look forward to receiving an IAM roundel windscreen sticker (left) enclosed with this copy of RoadWorthy.

**NELE Group offers all Full Members a free IAM windscreen sticker. To claim yours, contact the Editor or collect one at our next Group Night.**



*Continuing Margaret's article from the Autumn edition:*

### COMMON MYTHS ABOUT ALCOHOL

- Eating may help you **feel** better. But it will increase the time it takes to process alcohol.
- Mixing drinks will **not** make you more drunk: Your blood alcohol is what determines how drunk you are. Mixing drinks will make you feel sicker but not more intoxicated
- Red wine gives you a worse hangover? **This is true** as it contains more *congeners* which are substances other than the type of alcohol (ethanol) produced during fermentation.
- Having a sleep, taking a shower, drinking coffee will sober you up. This is false as **you** may feel ok and able to drive but only **time** will process the alcohol from your system.

### CONCLUSION

Drink driving laws have been around for 150 years and much effort has been made to change attitudes toward drink driving which to a degree has worked especially in the last 60 years. It was common to have 'one for the road' which has become 'None for the road' this has seen a significant reduction on crashes whereby alcohol is the main factor. But more needs to be done.

A PACTS (parliamentary advisory council for transport safety) report in January 2021 stated: 'There are clear weaknesses in the current system.'

The study includes **30 in-depth interviews** with drink drivers, showing the complex mental health and alcohol problems that some of them suffer. as a result, current arrangements are not enough to help them or to deter them from drink driving again. The covid pandemic is likely to have worsened the risks as alcohol consumption, mental health pressures and traffic speeds have all increased, as **other countries have reported increases in road deaths during lockdown periods, partly due to drink driving.**

Drink drivers are also more likely to have a criminal record than the general driving population and according to government data, **reoffending is a major concern.**

### Since 2010,

- **32,025 people** committed a drink drive offence with a previous drink/drug drive offence on their record – **7%** of those people who committed a drink/drug driving offence.
- **107,913** drink driving *offences* were committed by someone with a previous drink/drug driving offence on their record – **17%** of drink/drug drive offences.

- **eight** people were convicted of causing death by careless driving when unfit through drink with their alcohol level above the limit and with a previous drink/drug offence on their record.
- **one** driver was charged with driving or attempting to drive with their alcohol level above the limit, with 8 previous drink/drug drive offences on their record.
- **one** person committed the offence 'driving or attempting to drive with their drug level above the specified limit' when they had 18 previous drink- and drug-driving offences.

The police are also increasingly detecting drivers who have combined drink and drugs, which can be dangerous at levels below the current breath test limit. the PACTS report recommends:

- **mandatory breath testing powers** for the police and the reduction in enforcement levels to be reversed.
- **increased penalties** for drivers who combine drink and drugs.
- **specialist rehabilitation courses** for those with mental health and alcohol problems
- **a lower breath test limit for England and Wales**
- **reforming** the high-risk offender scheme
- that the government **pays more attention** to drink driving in alcohol harm and night-time economy policies

Commenting on the report, **David Davies, executive director of PACTS**, said: "After 10 years of declining levels of enforcement and social media campaigns aimed at young men, it is time for a new, more comprehensive approach to reducing the toll of drink drive deaths and injuries.

"Drink driving is often cited as a road safety success story, yet it remains a major killer and progress has ground to a halt since 2010. not only is better enforcement important but also the problems of mental health and alcohol dependency need to be recognised.

"The problem **is not a simple one of law enforcement.** It requires a more comprehensive approach. The legal limit should be reduced in England and Wales, police should be given additional powers to test drivers, the high-risk offender scheme should be reformed, rehabilitation courses should be designed for those with mental health and alcohol problems, and the growing danger of combining drink and drugs driving needs to be addressed.

"Scotland introduced a reduced drink drive limit in 2014, in line with most other countries in Europe. It has been accepted by the public; it has not significantly impacted pubs and restaurants or overloaded the police or the courts. Northern Ireland plans to go further, with a zero limit for novice and professional drivers.

**A lower limit is not a magic bullet,** but government polices to reduce drink driving will lack credibility as long as they avoid this change."

**The drink driving laws and drug driving laws are constantly evolving, with various acts and statutory instruments being introduced, as the Government continues to clamp down on driving under the influence of alcohol and/or drugs.**

## Group Nights

Group Night presentations are video recorded whenever possible for the benefit of those unable to attend. Selected videos can be found on the right of the "Events" page of our website: [www.neleiam.co.uk/zoom-meeting-videos](http://www.neleiam.co.uk/zoom-meeting-videos).

**November - "Great British Eccentrics"** with author, historian and professional presenter Paul Robbins (see [www.stepbackintime.org](http://www.stepbackintime.org)).

Paul took us on a light-hearted journey when we looked at some of the great characters from our past including world-famous characters whom we immediately recognised, as well as some wonderfully ordinary eccentric people. Apparently every presentation that Paul makes is slightly different in that it includes different characters, and he clearly welcomes nominations from his audience so that he can keep his presentations fresh.

Paul defines a good eccentric as someone who truly believes that their own rather odd ideas are perfectly normal, and who think that the rest of us are the strange ones. Adding a richness to our world and our culture, Britain would be a poorer place without them. The editor of the Frost Magazine identified her own personal favourite eccentric as Sir George Sitwell (British antiquarian writer and Conservative politician who sat in the House of Commons between 1885 and 1895) and who, Paul said, put a sign on his gate which read:

***"I must ask anyone entering the house never to contradict me in any way as it interferes with the functioning of the gastric juices and prevents me sleeping at night."***

How my Dad would have loved these very carefully chosen words. Hilarious!

Paul's presentation was a great start to the festive season, and we look forward to his next presentation hopefully in May when we look back in time with "You've Never had it so Good!". Can't wait!

## December—Christmas Social



A select group of Observers, members of the Committee and members enjoyed a lovely evening at The Orange Tree in Havering atte Bower but numbers were a little disappointing when compared to pre-pandemic levels.

Could we ask you to "save the date" for a Christmas social event this year - **Tuesday, 12th December 2023, 7.30 p.m.** What would you like your Group to arrange? A meal? A Buffet? A Quiz Night? An Outing? Do let us have your ideas as this is your Group and a great chance for a get together.

**January—Guide Dogs for the Blind** with Vounteer and Puppy Fosterer, Richard Webb

Members received an excellent, engaging and very informative presentation from Richard on the work of the Guide Dogs charity, and particularly his role as a Guide Dog Puppy Fosterer which has been recorded and the video is on our website.



*Richard's foster puppy, "Beau".*

After 34 years with the Ford Motor Company in engine manufacture, Richard took early retirement and this coincided with seeing an advertisement for Puppy Fosterers. The charity had decided to change its policy from running "Training



Schools" to arranging for the puppies to stay with fosters in a home environment. Paul explained that you are not required to train the puppies as such, but to attend a short course to learn the commands. Once settled in their new foster homes, the puppies are either taken to the training school weekdays only, or they are collected and returned at the end of each day. It takes 3 years to become a trainer and is no easy task. Paul has worked with the same trainer for 19 years and had numerous puppies go through his care.

Richard highlighted that unfortunately not all the puppies bred to be Guide Dogs **pass the training**. For whatever reason, be it medical or behavioural, there are some puppies who just don't make the grade and need to be rehomed, and sadly Beau is one of these. He had not made the grade as a guide dog as he disliked wearing a harness. However, his training has not been wasted as he is to be rehomed with a family who will appreciate the support that Beau can give them. We had some very disappointed members who had mentally cleared a space in their lives for him—he is a beautiful, very well behaved dog who loved showing everyone what he has learnt.



NELE has donated £50 to the charity from its social funds in recognition of the excellent work that it does. But if you'd like to know more about the opportunity to have a lovable canine companion in your home and the satisfaction of knowing you're supporting people with sight loss to live active, independent lives, then you'll find more information about this, as well as other ways in which you can help Guide Dogs for the Blind, on their website [www.guidedogs.org.uk](http://www.guidedogs.org.uk).



## February - Accident Scenarios - interactive

with Derek Leggetter

This group night turned out to be exactly what it says on the tin. Former Chair of NELE for 20 years and retired Magistrate Derek facilitated a lively group night which was well attended despite not being “zoomed” due to the nature of the evening. It was great to see some of our Associates.

It turned out to be a thought provoking evening when we worked in small groups through the use of dinky toys and street maps and worked through a number of different road accident scenarios, ten minutes on each. Here’s an example of one of the scenarios:

Review the accident pictured (right) which took place at 10.20 a.m. on an unclassified urban road. The weather was overcast and it was raining.

**Vehicle 1**, a red Alfa Romeo cabriolet, travelling down a residential street with parked cars on either side, was approaching a minor road junction on the left.

**Vehicle 2**, a yellow Peugeot 405, attempting to turn right from the minor road, was forced to emerge some way in order to be able to see past the cars parked close to the junction.

**Vehicle 1**, the Alfa Romeo, was unable to stop in time and swerved to avoid vehicle 2, the Peugeot, and was then struck on the front offside by Vehicle 3, a silver VW Golf, travelling in the opposite direction.

After team debate, we used a 5-point rating scale to determine each driver’s level of responsibility and avoidability.



Just my luck to find myself sitting at the same time as NELE’s Chief Observer Peter but there was no embarrassment here for misunderstandings or assumptions. It was a learning exercise, and I went away determined to get that Highway Code out and do a bit of revision.

I never knew playing with dinky toys could be so much fun; and most educational.



### A Royal Mail U-turn

Royal Mail announced just before Christmas that you now have until

**31st July 2023**

to use 1st and 2nd class non-barcoded everyday stamps, i.e. those with the Queen’s profile on—before they become worthless. Alternatively, you can swap them for barcoded versions for free through the Royal Mail scheme.

*Visit [royalmail.com/barcodedstamps](https://royalmail.com/barcodedstamps) for further details.*



**NORTH-EAST LONDON & ESSEX  
GROUP OF ADVANCED MOTORISTS  
Group No 7043**

**2023 ANNUAL GENERAL MEETING**

Notice is hereby given by order of the Group Committee that the Annual General Meeting of the North East London and Essex Group of Advanced Motorists (affiliated to the Institute of Advanced Motorists) will be held at **7.30 p.m. on Tuesday 11<sup>th</sup> April 2023** to enable the Trustees of the Group (Registered Charity Number: 1056280) to present their Annual Report and Accounts for the year ended 31<sup>st</sup> December 2022 for approval by the Group Full Members and to conduct an election. Those unable to attend in person may join by Zoom using the link, meeting ID and password as set out on page 3 of RoadWorthy.

*Mike Noel*

**Group Secretary:** [secretary@neleiam.co.uk](mailto:secretary@neleiam.co.uk)

21.02.2023

**CURRENT OFFICERS** (All Officers retire annually and may offer themselves for re-election)

<b>Chairman</b>	Paul Gillett	Will not stand
<b>Secretary</b>	Mike Noel	Will stand
<b>Treasurer</b>	Paul Heasmer	Will not stand

Paul Gillett and Paul Heasmer are standing down from the roles of Chair and Treasurer respectively, but have offered themselves for election as committee members. Jennifer MacLellan has offered herself for election as Chair; Graham Fennell has offered himself for election as Treasurer.

All Group Full Members, Associates and Friends are invited to attend but **only Fully Paid-Up Members of both the Institute of Advanced Motorists and of the Group may vote**

A member entitled to vote at the General Meeting may appoint a proxy to vote instead. A proxy need not be a Group Full Member.

**COMMITTEE MEMBERS** (elected for a term of three years)

One third of the Committee must retire annually and may offer themselves for re-election.

**Committee Members Retiring By Rotation and Standing For Re-Election:**

-None-

**Committee Members Retiring By Rotation and Not Standing For Re-Election:**

Charlie McGlinchey, Peter Rowles

**Committee Members Not Retiring and Number of Years Remaining before retiring by rotation:**

Pete Minvalla (1), Jen MacLellan (1), Clint Childs (2), Derek Leggetter (2)

If Jennifer MacLellan is elected as Chair, that takes precedence over her role as committee member.

The total number of Committee Members, including the Officers, **must not exceed 20.**



**NORTH-EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS**

Registered Charity Number: 1056280

**ANNUAL GENERAL MEETING**

**to be held at the Moby Dick (A12 junction with Whalebone Lane)**

**Tuesday 11<sup>th</sup> April 2023 at 7.30pm**

**Agenda**

1. Apologies for absence
2. Minutes of previous **AGM** of **Tuesday 12<sup>th</sup> April 2022**
3. Matters arising from the 2022 AGM Minutes
4. Chairman's report
  - **Resolution 1:** To accept the Chairman's report.
5. Treasurer's report and adoption of accounts.
  - **Resolution 2:** To accept the Treasurer's report and adopt the accounts.
6. **Resolution 3:** That any monies unclaimed by Group members for over one year by the end of the AGM should be treated as a donation to Group charitable funds.
7. Election of officers
8. Election of committee members
9. Any other Business

**NORTH-EAST LONDON & ESSEX  
GROUP OF ADVANCED MOTORISTS**

**2023 ANNUAL GENERAL MEETING COMMITTEE NOMINATION FORM**

As notified, the Annual General Meeting will be held at **7.30pm on Tuesday 11<sup>th</sup> April 2023**:

Nominations for Officers and for Committee Members can only be made by Full Members by way of the Nomination Form below or by providing the equivalent information by email. The Nominee must be willing to stand for the Committee and must confirm his/her ability and intention, if elected, to attend committee meetings regularly.

Those elected become Charity Trustees of the Group. You may not stand for the Committee if the law debars you from being a Charity Trustee. **Only Fully Paid-up Members of IAM RoadSmart and of the Group may nominate a Committee Member or be nominated as a Committee Member.**

**Nominations must be returned to the Group Secretary by post, in person or by email to [secretary@neleiam.co.uk](mailto:secretary@neleiam.co.uk) to be received no later than Tuesday 4<sup>th</sup> April 2023. Nominations do not need to be physically signed, but the Nominee will be asked to confirm their readiness to stand.**

Nominations, however, can be accepted from the floor of the AGM if a written nomination for that Committee position has not been received prior to the meeting and the person(s) nominated from the floor is/are present and agree/s to be so nominated and seconded.

All Officers must retire annually and may offer themselves for re-election by Group Full Members. Committee Members must retire triennially and may offer themselves for re-election by Group Full Members.

### **Committee Nomination Form**

	<b>Name</b>	<b>Nominated by</b>	<b>Seconded by</b>	<b>Signature of Nominee</b>
<b>CHAIR</b>				
<b>SECRETARY</b>				
<b>TREASURER</b>				
<b>COMMITTEE</b>				
<b>COMMITTEE</b>				
<b>COMMITTEE</b>				
<b>COMMITTEE</b>				

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*Those of you who participated in Margaret's Quiz on Drink Driving last year found it quite challenging, but had a great time. I promised in the last edition that I would add the answers to this edition, so here they are:*

**1. When did the first drink driving laws come into existence?** The Licensing Act introduced in 1872 made it an offence to be drunk while in charge of horses and carriages, as well as cattle and steam engines!

**2. How did the 80mg of alcohol in a 100ml of blood come about?** The Grand Rapids Study, first published in 1964, clearly documented for the first time the rapid acceleration of crash risk associated with increasing blood alcohol concentration.

**3. At what age is it illegal to give a child alcohol?** It is illegal to give kids under the age of five alcohol. However, children aged five to 16 are legally allowed to drink alcohol at home or on other private premises. However, the NHS warns of health risks associated with young people drinking. It is illegal to sell alcohol to anyone aged under 18 and for under 18s to buy or attempt to buy alcohol. However, if you're 16 or 17 and accompanied by an adult, you can drink (but not buy) beer, wine or cider with a meal.

**4. Name the strongest alcoholic drink in the world.** Spirytus Rektyfikowany (96% alcohol). Spirytus contains the most alcohol content by volume in the world. In fact, it's not even legal in most states, due its potency, and can be found in Poland or Eastern Europe, where it's manufactured. Spirytus is without a doubt the most dangerous alcohol to intake and if you happen to run into it you should be aware of the risks this can have on your health.

**5. Name the three basic types of alcohol:**

- **isopropyl alcohol.** Mainly used for sterilisation.
- **methyl alcohol.** Also called wood alcohol or methanol, methyl alcohol is widely used in manufacturing activities. As an industrial-strength solvent, methanol is used to make products such as antifreeze and printing ink.
- **ethyl alcohol.** Ethyl alcohol, also referred to as grain alcohol, drinking alcohol or ethanol, is the only type of alcohol fit for human consumption.

**6. How many deaths is alcohol responsible for (directly & indirectly) in the UK each year?**

Alcohol is estimated to be responsible for 40,000 deaths (directly and indirectly) in the UK each year (source not known)

**7. How many hospital admissions related to alcohol were recorded in 19/20?**

280,000 estimated admissions to hospital in 2019/20 where the main reason was attributable to alcohol.

**8. How much does alcohol misuse cost the NHS each year?**

The latest figures estimate that alcohol costs the NHS around **£3.5 billion** each year, a staggering amount. There are many difficulties in recording costs for alcohol-related harm and, as such, it would not be surprising if both of these figures were actually higher

**9. Most people develop problems with alcohol at some point during their lifetime. True or false?**

FALSE. Most people use alcohol sensibly - only a small percentage have problems. Some people need to use alcohol every day in order to function. Some people binge drink, while others drink excessively every day. This can be damaging to health and can put people at risk of harm.

CATEGORY	UNITS PER WEEK
Sensible	14
Harmful	15 to 35
Hazardous	35 +
Binge	6 to 8 units in a single session

The government guidelines are:

- In most cases this means you have a low risk of causing yourself future harm.
- Drinking within the guidelines is called lower risk, rather than safe, because drinking is never completely safe in all circumstances.
- There is convincing evidence that alcohol increases the risk of developing a number of cancers, a small increase at low levels of drinking but becoming greater the more you drink.
- In general terms, drinking within the lower risk guidelines is the right thing to do for our health.

**10. A Glass of Red Wine is good for your heart. True or false?**

TRUE. A 175ml Glass of red wine is good for you as it contains Polyphenols (the chemical that dilates blood vessels and is good for your heart). However, 85 grams of blueberries or 75 grams of walnuts are equally as good as they contain an equal amount of Polyphenols. But too much will give you a worse hangover as red wine contains the most congeners when compared to gin, whisky or cider (calculated per unit of alcohol).

Congeners are substances, other than the desired type of alcohol, ethanol, produced during fermentation.

The good news is that most things we eat/drink are good for us in moderation!

## In Defence of “Middle Lane Owners”

by Tony Cater

*It is hoped that this article will stimulate some thought and debate amongst you. Do get in touch with your thinking. Ed..*

One sees and hears many comments criticising those motorists who choose to drive in the middle lane of three and four lane roads, but I believe there is more to this topic than lane 1 good, middle lane bad. In fact, I will freely admit that I think it is perfectly sensible practice to remain in the middle lane in the right circumstances on the road. Of course, I do not condone disengaged drivers who sit in the middle lane dawdling below the posted limit when there is space for them to move into lane one. And if I am fortunate enough to find an empty road with a clear path in lane 1, then I will drive in lane 1 unless I find ruts make it unsafe.



*A badly rutted carriageway*

First of all, there is the lamentable state of maintenance of our roads. Lane one takes the most punishment from HGV's and as a result develops ruts if maintenance is neglected. These can be seen all over our road network. The pounding of the wheels of vehicles which can weigh up to 44 tonnes forces the road surface material both downwards and sideways. When the sun is low in the sky, or when heavy rain lays on the

road surface, the ruts caused by this effect are revealed. Accordingly it may not be safe to drive in lane one on such poor surfaces at the permitted limits posted for the road in question. In wet conditions the risk is even more pronounced.

I have not ridden a motorcycle since my teenage days in the sixties so I am out of touch with IAM advice to bikers, but I imagine this particular hazard to riders is recognised by the bikers among the IAM community.

Where the road conditions are safe for me to do so, I would normally plan to drive on 3 or 4 lane roads and motorways with my cruise control set to the national limit. Lane one is likely to be populated with a variety of slower traffic, normally including a considerable number of HGV's which are limited by law to a maximum speed of 60 mph, or ten mph below the national limit. With the volume of traffic on our roads these days, it is rare to find a gap between vehicles in lane one as long as one mile, which would be covered in less than a minute. At 70 mph a mile is travelled in 51.4 seconds.

So, to follow the official IAM guidance, if I cruise at the national limit, I might be moving between lanes one and two every few minutes. In my view, that is needlessly more risky to me and other road users than to maintain

progress in lane two. Of course, if my mirrors show me a faster vehicle approaching from behind and there is room for me to move safely into lane one out of its way, I would do so.

Moreover, in my experience, if I follow the guidance to cleave to lane one, on busy roads I will find myself spending too much attention to traffic approaching from behind to enable me to maintain my pace by moving out into lane 2 early. Otherwise, I will find myself shut in behind slower traffic because a bunch of vehicles have positioned themselves in lane 2 obliging me to slow down to keep a safe distance from the slower traffic in front because there is no longer a safe opportunity to move to lane 2 .

Even if those vehicles are leaving the recommended two second gap from the vehicle in front, such conditions would not allow me safely to move into lane 2 until the bunch has passed and a suitable gap arises.

Driving in lane 2 of a motorway, one might well find that traffic in lane one leaves as you encounter an off slip leaving lane 1 empty. Is it wise to move into lane 1 at that point? Although IAM guidance would say yes, I would say no, because it is likely that traffic joining at the on slip will need to move into lane 1 but will not have built up sufficient speed to avoid impeding my progress. In such a situation, I would monitor the on slip in my mirrors and maybe glancing over my shoulder, to see whether lane 1 would be clear before I would consider moving over.

Which is really the safer and more responsible way to proceed?

- (a) Following traditional guidance, moving between lanes one and two maybe up to 30 times over the course of an hour with your speed varying between maybe 55 and 70 mph; or
- (b) Holding speed and position in lane two unless it is necessary to move into lane one to give way to faster traffic or move into lane three to pass slower traffic which in turn is passing even slower vehicles in lane one.

One final thought: In the USA, undertaking is legal. If that were the case in the UK, the issue of middle lane owners would disappear. It has been argued that it introduces more danger to our roads, but that doesn't seem to be borne out by experience in those countries where it is legal. The default position of driving law is that a driver has a responsibility to make sure a manoeuvre is safe before he attempts it, so really very little change in legislation would be required to enable it. I think the positive contribution by removing a source of frustration and consequent bad driving behaviour would offset any hypothetical increased risk.

### **Slow down, you move too fast**

A rare sight (right)... the Met Police conducting a Speed Gun Operation in Hornchurch in January. They subsequently announced that there were no motorists contravening the law. *Hmmm.*





## Electric Scooters (also known as e-scooters)

*One of our members sent in the below informative provided by the Met. Police having had a very nasty experience in Upminster High Street. She feels that the Police are not doing enough to stop the escalating number of unlicensed e-scooters being ridden on the pavements and asks for the Group's views on the subject. Have you had a bad experience with an e-scooter? Ed.*

Electrical scooters (also known as e-scooters) come under the category of "powered transporters"; this covers a range of personal transport devices which are powered by a motor. E-scooters are classed as motor vehicles under the Road Traffic Act 1988.

Which means the rules that apply to motor vehicles, also apply to e-scooters including the need to have a licence, insurance and tax. It's not currently possible to get insurance for privately owned e-scooters, which means it's illegal to use them on the road or in public spaces. If you're using a private e-scooter you risk the vehicle being seized under S.165 Road Traffic Act 1988 for no insurance.

### Penalties and offences

If you don't have a licence, or the correct licence, or are riding without insurance you could face a Fixed Penalty notice:

- with a £300 fine and six penalty points on your licence for having no insurance
- up to £100 fine and three to six penalty points for riding without the correct licence

You could also be committing an offence if you're caught:

- riding on a pavement; Fixed Penalty Notice and possible £50 fine
- using a mobile phone or other handheld mobile device while riding; £200 and six penalty points
- riding through red lights; Fixed Penalty Notice, £100 fine and possible penalty points
- drink driving: the same as if you were driving a car, you could face court imposed fines, a driving ban and possible imprisonment

If you're using an e-scooter in public in an antisocial manner, you can also risk the e-scooter being seized under Section 59 of the Police Reform Act.

*Former IAM RoadSmart CEO Mike Quinton tried an e-scooter out for himself a couple of years ago, and his amusing blog can still be found on the IAM RoadSmart website. Unfortunately the IAM's current stance on the subject is in the process of being updated—this will be included in a future RoadWorthy once it is published. -Ed*

## The Routemaster's other Enduring Legacy

by John Harrison



Taken at a classic vehicle event at Chatham Dockyard some years ago. The vehicle second from left had its original number transferred from it, and 855 UXC was the replacement mark it received.

At the October meeting, Nick Blurton spoke about Routemaster buses and how they have been so long-lived. Interestingly, a lot of their registrations have survived so they have also been long-lived. I have spent (wasted?) a lot of time researching them and thought group members might be interested in reading about them.

As Nick said, four prototypes were built. These were registered SLT 56/57/58/59. The significance of the "56" was the prototype was built in 1956. The prototypes were very nearly given "OLD" marks, but it was realised that would not be a very good idea for a revolutionary new bus.

Subsequent buses had numbers matching their fleet numbers, the number used by London Transport for administrative, etc. purposes, as set out in the table. Until the current registration system was introduced in 2001 it was not unusual for bus companies to have vehicles with registration and fleet numbers matching.

Reg. No	Fleet No
VLT 5-300	50-300
WLT 301-999	301-999
1-600 CLT	1001-1600
601-865 DYE	1601-1865
ALM 866-999B	1866-1999
ALM 1-105B	2001-2105
CUV 106-363C	2106-2363
JJD 364-598D	2364-2598
NML599-657E	2599-2657
SMK 658-760F	2658-2760

We will mainly be looking at the bus registrations without year letters in this article. You may have noticed that the first 1600 buses all had marks ending in "LT". This stood for London Transport and LT was also one of London's registration codes. You probably have not noticed there do not appear to be any "1000s" fleet numbers. Well there were, but I did not include them in the table for simplicity. The London County Council never issued any reversed four-figure marks, but

London Transport got round this by obtaining the mark 100 BXL for bus 1000 (I was not completely accurate when I said the first 1600 buses

had "LT" marks) and ALM 200B for 2000. Bus 1001 had a particularly desirable number, 1 CLT. At one point one of London Transport's depot managers proposed to have this mark transferred to his company car, but a more senior manager got wind of this and vetoed it. The photo shows that this plan got as far as fitting the plate to the car, though the actual transfer



never took place. A friend who used to work for London Transport took this photo showing this happened. 1 CLT still remains on bus 1001 which is now owned by a company in Weston-super-Mare. I sometimes attend bus rallies and at times see private cars in the car parks bearing ex-Routemaster numbers, presumably belonging to "bus spotters" who want to demonstrate an affinity to Routemasters.

From the late 1970s personal plates became more and more popular, the result of a combination of people wanting to hide their vehicle's year letter and increased affluence resulting in motorists able to spend money on such fripperies. As Nick Blurton told us, the Routemasters were well-constructed and lived long lives, with many still around. Unsurprisingly, many have donated their marks to other vehicles.

I have recently updated some research I did a while ago, checking on websites what has happened to the plate of the 1865 buses which were "yearless". If you want to trace the history of Routemaster buses (and indeed other London buses), there is a very helpful website, Ian's Bus Stop. Approximately 139 of these marks are still on Routemasters. 41 of these marks have been transferred onto modern buses or coaches. This is perhaps not surprising as, if a bus company owns a Routemaster, they may well choose to put its number onto another vehicle in their fleet, possibly to hide its age. Perhaps more surprisingly, 16 of these seem to have been scrapped bearing their ex-Routemaster marks. 220 marks have been transferred onto mainly private cars but several of these have been put onto commercial vehicles, three onto campers, one onto a taxi and one onto a motorcycle. Ten of these appear to have been subsequently scrapped. Any yearless registration has a value and I do find it surprising that people would choose to scrap a vehicle bearing a registration of some value as that mark is then lost. Most of the remaining marks would have been on buses which have been scrapped or exported, though a few might be on retention certificates (a document used to hold a mark whilst somebody is changing vehicles), so these would still be extant.

Though this list may not be exhaustive, I am aware of several other Routemaster numbers which have been transferred to other vehicles; ALM 1B (Audi), ALM 22B (Honda motorcycle), ALM 51B (Citroen Berlingo) and

ALM 81B (Mazda Xedos). ALD 911B (not on a Porsche, but a Ford Transit, but this was last taxed last year and now does not come up on web checks which suggests it has now been scrapped) and JJD 578D (Mazda 3). ALM 81B belongs to the editor of "Buses" magazine.

Something I raised in questions after Nick Blurton's talk was what is referred to as the "works float system". This was not only used by London Transport for Routemasters but other bus types such as the RLs. Buses were overhauled at London Transport's Aldenham Works. To use a Routemaster as an example, when a bus would come into the works to be overhauled, say WLT 792 with fleet number RM 792, another bus bearing this registration and fleet number would be ready to come out of the works newly overhauled, i.e. identities were switched between different buses. No other bus company had this right and many would have liked this as this saved London Transport a lot of money in terms of not having to "cash in" tax discs, etc.



I have been told that this practice was authorized by a Private Act of Parliament relating to one of London Transport's predecessor companies. I have spent a lot of time trying to trace this Act, but without success. There ought to have been a legal authority for this, but I am left wondering whether there was in fact no such authority.

The New Routemaster/New Bus for London/Borismasters also have registrations of interest. As background I should explain that on the current registration system a mark, where the last letter of the letter pair matches the last letter of the letter trio, e.g. AC12 ABC, is one which has been bought direct from DVLA. These marks are intended to suit married couples. When the twelve prototype buses were delivered they had such marks specially purchased, LT61 A/B/CHT, LT12 D/EHT, LT61 FHT and LT12 G/HHT. The "LT" obviously stands for "London Transport" and it is thought the "HT" stands for "hybrid technology". These prototypes were subsequently given LTZ marks. LTZ is a Belfast series and the buses were built in Northern Ireland. The LTZ series was specially issued as in the normal course of events it would not have been issued for many years. The first bus, with fleet number LT 1000, became LTZ 1000 and so on. As new buses were delivered the series was continued till LTZ 1900, fleet number LT 1900, was reached. The sequence then leapt to LTZ 2101, fleet number LT 1901, the series continuing to LTZ 2199, fleet number LT 1999, the last bus of this type to be manufactured. The reason for this "leap" is Northern Ireland marks in the range 1901-2100 are held back for sale as they could relate to peoples' birth years, though I cannot envisage many people born in 1901 wanting to buy their own number plate!

## Let's talk ... Driving

*by Saga's Editor, Rachel Carlyle*

Saga's insight team regularly conduct in-depth polls of its customers, and this is an article they published last autumn entitled "Behind the Wheel". Reproduced with their kind permission.

**64%**  
**feel older**  
**drivers are**  
**stigmatised**

'Let's hope the wag who came up with the idea of a car sticker saying 'Elderly Driver—please be patient' meant it as a joke (or has a tin hat). It's clear Saga customers aren't fond of cliches: in their poll of almost 2,000, 64% feel older drivers are unfairly stigmatised.

They have a point. Drivers over 70 are less likely to break the speed limit or drive dangerously than younger ones. Drivers aged 71—75 are the least likely of all ages to be in a collision when you tot up miles travelled, and those aged 76—81 have a collision rate similar to those in their late 30s. It's only when you get to 86-plus that collisions surpass the high levels of 17 to 24 year olds.

It's why experts don't like the often-mooted idea of retests at 70 when you have to renew you licence; only 26% of Saga customers support it. 'Picking an age would be unfair—you could have someone in their 80s more competent than someone of 65,' says road safety manager Michelle Harrington at The Royal Society for the Prevention of Accidents. 'It's a trap to think if you're over 70 you should start thinking about not driving. We find people naturally moderate their habits.' Our survey found this too: 37% of over-70's avoid driving at night (as do 28% in their 60s. 26% avoid busy times and 16% avoid motorways.

**37%**  
**of over-70s**  
**avoid driving**  
**at night**

It's true that age-related physical and cognitive changes—usually from the mid -70s or 80s—can make driving more challenging, says retired police sergeant Rob Heard, founder of the Older Drivers Forum. 'We often start to have difficulty assessing high speed and complex traffic situations; we make slower decisions and conduct a poorer visual field search, and may also have mobilities issues which hamper looking around.' It's why the vast majority of collisions involving drivers aged 75-plus are at T-junctions, especially turning right and on 60 mph roads. It doesn't help that many older drivers travel fewer than 2,000 miles a year, itself a risk factor for collisions.

Then there's deteriorating eyesight. 'At 15, if you're blinded by headlights it will take two seconds for your eyes to get back to normal; at 65 it will take nine seconds,' says Rob. This may explain why so many dislike night driving.

He's keen that all drivers—whether they're in their 50s or 80s—keep their skills up to date; it could mean being able to keep driving for longer. 'When you come to renew your licence after 70, don't just tick the boxes—say to yourself you want to tick them with confidence. You could undertake an independent confidence-building driving appraisal which can give tips and advice. And don't just assume you can read a number plate at 20 metres—get yourself an eye test so you know.' Drivers with medical problems can be assessed at one of 43 mobility centres supported by the Department of Transport

(drivingmobility.org.uk). Experts would like to see a culture where it's OK to be honest and ask for help; 62% of you thought there should be more support for older drivers, and 79% want to continue driving as long as they feel safe. 'The perception is that if people even mention they're having problems then their licence will be gone,' says Elizabeth Box, research director at the RAC Foundation. 'There's a big fear.' But there is support out there—mobility centre driving assessments focus as much on providing adaptations such as cushions to raise you up or a steering wheel aid, as they do on the fitness-to-drive question. It is in everybody's interest to support people to remain independently mobile for as long as they are safe to do so.'

**'The perception is that if people even mention they're having problem then their licence will be gone'.**

We all have to retire from driving at some point, something that can cause anguished conversations in families. 'One study showed women were more likely to give up earlier than they should, whereas men were less likely to give up when perhaps they should,' says Elizabeth. 'It's all about finding the right balance.'



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## 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

### REMINDER Membership Renewal 2023 and personal data update

- I understand my NELE Group membership fee for the year 2023 is due (on \_\_\_\_\_) and wish to renew my membership.
- 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) OR
- 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](mailto:treasurer@neleiam.co.uk)



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## Your Letters

Dear Editor,

I thought Members might like to see this driving school Citroen Ami which I spotted in France recently. It has a "Des 14 Ans" (*from 14 years old*) label on it.



Googling revealed that the usual driving age in France is 18, but one can drive "voitures sans permis" (*cars which don't require a permit*) from 14 years of age after having had just 8 hours of training.

John Harrison

*Thank you John—très intéressant. - Ed*

Dear Editor,

The other day I was reading the motoring pages in the Daily Mirror and their motoring editor commented on the fact that car buyers only seem to choose the same few colours for their cars these days.

I saw a similar comment in Practical Classics Magazine last year, from John Simister in his column. I wrote to the magazine at the time because I think the reason is the way cars are sold.

The item on the right is an updated version of a letter I sent to Practical Classics, which may be of interest to members.

## Why Are All Cars Now 50 Shades Of Grey?

Surely most people have noticed how little variety there is in the range of colours among new cars on the road. I don't think it's because those are the only colours customers want for their cars. I'm sure it's due to the way cars are sold these days. The majority of new cars are either sold into fleets or to private owners on contract plans built around a 36 or 48 month replacement cycle. Fleet owners are not very concerned about colour, more with residual values so they stick to the most popular colours. Private owners find that unless they settle for what the dealer has in stock, they are faced with a lengthy wait for a factory order. That doesn't work if your contract is at an end.

In practice, there is a small group of purchasers in the HQ's of dealer groups and fleet operators who are the real influencers on the availability of colours. Their remit drives them to play safe, so the endless variations of black, grey, white, blue, and metallic variants of the same, are what we get. Customers may well be crying out for more choice, but no-one in the industry is listening nor cares.

Things are different with specialist marques which are built (and painted) to customer order. Think of brands like Rolls Royce, Bentley, Ferrari, Lamborghini, Morgan, etc. If you see one of those on the road, it is much more likely to be a distinctive colour as the owner has chosen for himself.

# NELE IAM Committee

(updated 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!**

**E-mail:** [publicity@neleiam.co.uk](mailto:publicity@neleiam.co.uk)