



Official Provider



ROADWORTHY

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

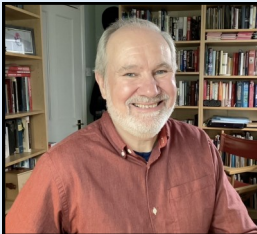


*Former NELE Member Judy Burley discusses driving in France
(see page 13)*

Summer 2023

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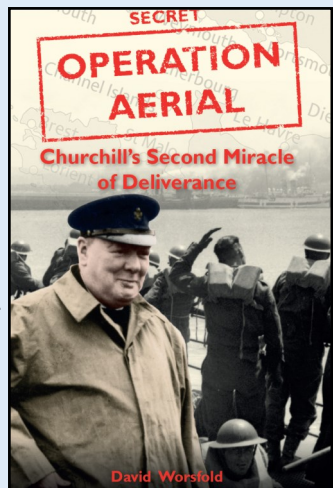


We are truly privileged to have award-winning journalist and commentator **David Worsfold** coming to talk to us at our Group Night on **13th June** about his most recent book, "**Operation Aerial**" (below, right) which tells the untold story of the evacuations from France in June 1940.

During his 35 year career, David has written for The Guardian, Observer, Independent and other national newspapers, as well as published a wide range of specialist publications. He has appeared as a financial services commentator on television and radio in the UK and around the world.

Fortunately for us, David lives in Essex and has kindly agreed to come along and tell the story of the second miracle that has never before been fully told. He's kindly agreed to be on hand to sign copies of his book.

Do please invite along any friends or relatives who you feel may be particularly interested in this talk. Further information about David can be found at **www.worsfoldmedia.com**.



Group Nights

Our Group Nights are currently 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. Please also note, the October and November meetings will be via Zoom only whilst the Moby Dick is being refurbished.

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 provided when at the Moby Dick. The Moby Dick provides meals and drinks for those coming straight from work.

We also try to "Zoom" our meetings whenever feasible so that access can be gained from a mobile, laptop or tablet. If 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:-

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, under the 'Events' tab and by clicking "videos" on the right of the page. They are well worth a look!

We look forward to welcoming you.

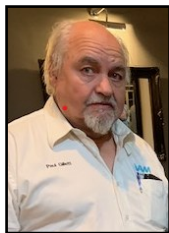
Dates for your Diary - all at 7.30 p.m.

- | | |
|-----------------------|---|
| 13th June | "Operation Aerial — Churchill's Second Miracle of Deliverance" with journalist and author David Worsfold (see left). <i>Guests most welcome.</i> |
| 11th July | Quiz & Summer Social with Graham Fennell. Buffet included. |
| 8th August | No meeting—summer break |
| 12th September | "Digital Forensics" with Chris Truran |
| 10th October | The work of The London Air Ambulance (t.b.c.) <i>(Zoom only—see above)</i> |
| 14th November | "A Decade of Change—Life in 1960's Britain" with Paul Robbins <i>(Zoom only—see above)</i> |
| 12th December | Christmas Dinner The Bull, Theydon Bois. Limited places—to be put on list please contact Paul Heasmer, Associate & Member Liaison (see back page) or telephone 07521 442236 |

Deadline for the next edition of RoadWorthy: 20th October 2023

E-mail: publicity@neleiam.co.uk

Chairman's Chat



Since the AGM, the Committee has been busy developing new systems and procedures for managing subscriptions, Associate allocations and Observer training. As you can imagine, there's quite a lot of work to do!

The first tranche of changes concern membership renewal processes:

Full Member subscriptions will be harmonised so that all renewals fall due at the start of each calendar year. To achieve this, those Full Members whose subs renewal date is at any other time will have their subscription extended by up to 11 months to bring them into line with the standard renewal date. The same extension will also be applied to Associates in the year that they pass their Advanced test and become Full Members. There is a small cost to NELE of these membership extensions, but the cost is outweighed by administrative savings. As part of the annual renewal process, checks will be made to ensure that IAM RoadSmart subscriptions are up to date, as this is a condition of NELE membership.

Associate membership will be reviewed one year after enrolment or allocation to an Observer, whichever is the latter. Those who are clearly striving to reach Advanced Standard will be invited to renew their Associate membership for a year at the same rate as a Full Member (currently £10). As part of the renewal process, checks will be made to ensure that IAM RoadSmart subscriptions are up to date, as this is a condition of NELE membership. Associates who do not appear to be actively progressing will be contacted so that we can either agree an action plan for getting them back on track or remove them from the membership list.

Group Friends will be better promoted as a membership category for those that wish to benefit from NELE social activities that do not involve them as drivers. Group Friends pay the same NELE membership subscription as other Members.

Examples of Group Friends:-

-Those that have voluntarily stopped driving through health or other issues but still wish to be involved in road safety.

-The partner of an IAM RoadSmart Full Member who wants to take part in group activities as a non-driving participant but has no intention of becoming an advanced driver or Member of IAM RoadSmart, nor of becoming an official of the group.

This category is not intended for:

-Active drivers who have in the past been group full Members.

-Active drivers who have been and are no longer IAM RoadSmart Members.

-For those who have been group Associate Members (unless they have taken and failed the IAM RoadSmart advanced test and subsequently kept up their IAM RoadSmart subscription)

One other result of the process changes is that some recipients of this edition of RoadWorthy will find enclosed a subscription reminder, probably on coloured paper. If so, please take note; otherwise, this will be the last edition of Roadworthy that you will receive, and we hope that you won't want that to happen!

Paul Gillett

Infotainment safety concerns



It's good to hear that IAM RoadSmart are calling for urgent action following their recent research that shows that the latest in-vehicle infotainment systems impair reaction times behind the wheel more than alcohol and cannabis use.

Among the shocking results, the study – undertaken by **TRL** on behalf of IAM RoadSmart, **the**

FIA and the Rees Jeffreys Road Fund – found that reaction times at motorway speeds increased average stopping distances to between four and five car lengths, drivers took their eyes off the road for as long as 16 seconds while driving, and using touch control resulted in reaction times that were even worse than texting while driving.

Stopping distances, lane control and response to external stimuli all got worse with the use of Android Auto and Apple CarPlay

IAM RoadSmart is now calling for urgent action, stating that updated, consistent standards are required to minimise driver distraction. You can read more about this campaign on the Research and Campaigns tab on the IAM RoadSmart website.

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 |
|------------------|---------------|
| Edward ABARA | Bethnal Green |
| Dave BANKS | West Ham |
| Emre KAHRAMAN | Enfield |
| Cheuk LAI | Stratford |
| Michael LEGG | Clapton |
| Michelle REHLING | Enfield |

Congratulations—Recent Passes

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

| NAME | OBSERVER | EXAMINER |
|----------------------|--------------|-----------------|
| Rammohan CHANDRABOSE | Paul Heasmer | Colin Underwood |
| Max CROSS | Vic McDonald | Mark Anderson |
| Joe HITCHING | Paul Heasmer | Colin Underwood |
| Harinder PAUL | Paul Heasmer | Mark Wilson |



Those who have passed their advanced driving test this year will receive an IAM roundel windscreen sticker (left). Apologies to those who did not receive theirs with the last issue of RoadWorthy; hopefully you have now received it!



**NELE currently has
11
Observers:
7 are active
National Observer
qualified and 4 are
active
Local Observer
qualified.**

**We also have 3
Observers in
training.**

Observations

Paul Gillett, Observer Team Leader

One of the attributes of truly Advanced Drivers is meeting the constant challenge of updating our standards and knowledge – or even refreshing what we learned a long time ago. However, by their nature, few reference books are ideal material for reading from start to end like a novel. Indeed, used in that way, most would be ideal cures for insomnia.



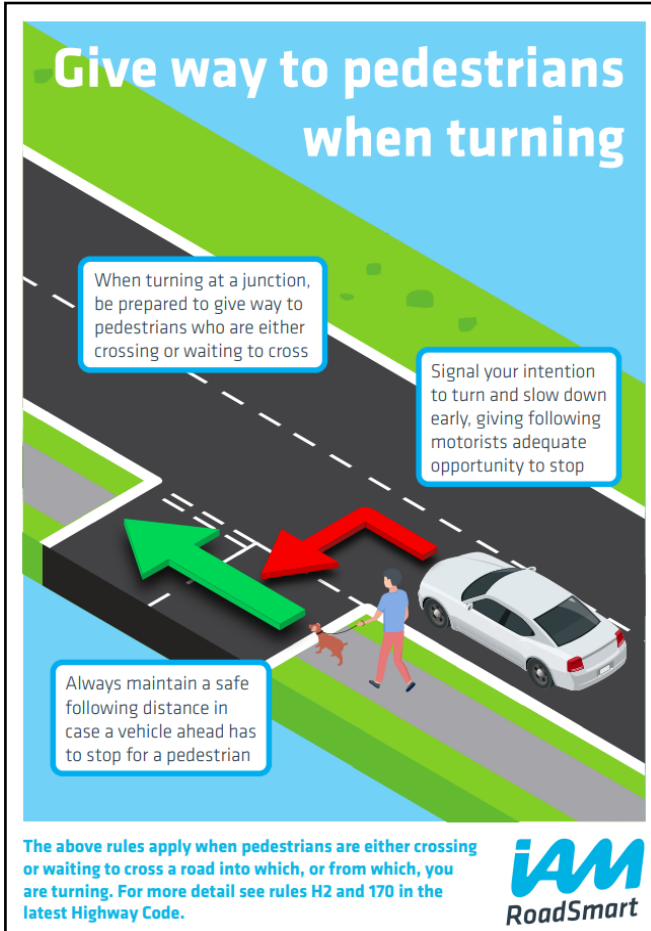
Take the Highway Code, for instance. The 2022 edition has 131 pages of guidance, followed by 18 pages of Annexes and 'Further Information'. That's far too much to absorb in a single sitting. Sometimes, the way the rules are grouped doesn't always match the way that your brain classifies information, so facts just don't sink in. At least there are an additional 11 pages of index to help find topics!

Another challenge is that our original books might be out of date. It's not only the Highway Code that gets regularly updated: many NELE members will have prepared for their Advanced Test long before the current Associate's handbook was produced. You may have publications called "How to Pass Your Advanced Driving Test", "How to be an Advanced Driver" or even "The Advanced Driving Manual". You may even have just used *Roadcraft*, the Police Drivers manual, but that too has changed over time – especially if yours was the original blue-covered *Roadcraft*!

Since all those worthy tomes were produced, guidance has evolved to reflect advances in technology, changes in best practice and a more flexible approach to driving skills. Revising from those old books could be counter-productive!

One simple way of updating your reference books is, of course, to use the internet:

- On the IAM RoadSmart website <https://www.iamroadsmart.com>, use the search facility near the top of the home screen to find "logbook". This leads to a downloadable copy of the latest Associate handbook, as used by Observers and Associates – worthwhile if only to have a searchable document on your computer or tablet, and also saving the cost of a printed copy. If you're reading this *Roadworthy* online, a direct link is: https://iamwebsite.blob.core.windows.net/media/docs/default-source/default-document-library/0384_driver-associate-logbook-v14.pdf?sfvrsn=944f995c_2



- You can't download a printable copy of the Highway Code itself, but there is an online version at [The Highway Code online](#), which is more useful, since it is searchable. Instead of "Must" and "Must Not" being in red (as in the printed edition), the internet version contains clickable links that lead directly to the online version of the relevant law.

Sadly, there is no downloadable version of *Roadcraft*; there is only an "e-learning platform" that costs £25 for a single-user licence that cannot even be ordered online - hardly an incentive!

No matter whether you use the printed editions or online documents to update your knowledge, I recommend that you take a bite-sized approach to revision. Once a day or week, select a subject – maybe from the Highway Code Index (e.g. "Traffic lights" or "Cyclists") and explore where it leads. Stop every twenty minutes (most brains work best in short bursts) and note which topics you have covered so you don't keep repeating them. If it works for you, ask yourself questions to test your understanding. Next time, choose something different, and so on.

By the time you get your next edition of *Roadworthy*, you'll have updated a small proportion of your knowledge, but keep going – once you've finished any one book, they'll probably have updated it, so you can start the process all over again!

Group Nights (March — May)

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.

March - Observer/Associate special. "Meet the Examiner" with IAM Examiner Tom Duggan. It was great to have Tom Duggan back following the presentation he made to the Group last September as to "*what the examiner is looking for*". This presentation has without doubt been the best attended one we have had over the last few years with record numbers—particularly Associates—joining us.

New Associates are strongly advised to read the detailed notes of Tom's presentation which can be found in the Autumn 2022 edition of "RoadWorthy" and/or to watch the video recorded at that time. Both of these can be found under the "Events" tab of the NELE website (www.neleiam.co.uk). Alternatively a hard copy can be obtained from the front desk on Group Night!

Opportunities to further challenge yourself

Once you have passed your advanced driving test you become an IAM RoadSmart Member which opens up exciting and fulfilling opportunities and challenges. You can then:

- become an IAM Fellow Member and keep your advanced skills up to date by retesting every three years;
- become a F1RST Member by taking a Member's Assessment in order to try and achieve the all 1's score;
- train as an IMI recognised Observer for a thoroughly rewarding and enjoyable way to help make our roads safer by coaching and mentoring drivers and riders to be the best that they can be. You'll volunteer to provide these skills through the national group network;
- take the ultimate challenge and attain the highest standard of civilian driving ability in the country by becoming a Master Driver;
- Volunteer for NELE Group. Ask how you can volunteer to help the Group flourish and continue as part of the UK's largest independent road safety charity—saving lives and making the roads safer through skill and knowledge development and support.

Speak to one of the NELE Committee (see back page) or for more detailed information visit the IAM website www.iamroadsmart.com.

April —From Met to City Police, Coroner’s Office to First Aid

David Leech

David’s interest in First Aid began when he joined the Met. Police where First Aid was, as still is, mandatory training.

In the early 70’s, he and his wife started a family and this coincided with an opportunity at work for him when he noted his division were looking for a part-time First Aid Trainer. He applied and was successful. After intensive training, this led to a full-time position and after 9 years he transferred to the City. Then came a chance to join the Coroner’s Office which initially he found quite daunting but he soon got used to the new role.

Throughout this time, David kept up his Trainer qualifications and on retirement – encouraged by his wife – he worked his way through the accreditation process and made the decision to go self-employed. The rest, as they say, is history and David now heads a team of 3 delivering half-day, one-day, two-day and three-day training including First Aid at Work, Paediatric First Aid and AED (defibrillator) training, as well as mental health and bespoke training.

Unfortunately, the AGM somewhat overran the expected 30 minutes and David’s session therefore had to be cut short. He kindly gave the Group a number of options as to what they would like him to talk about and members – having noticed the dummy and defibrillator that David had brought with him – were quick to ask to see a demonstration. Some had noted defibrillators beginning to appear in shopping and sports centres, and were concerned that they had no idea how they worked.



David explained that a defibrillator should be used when a person is in cardiac arrest (i.e. when the heart suddenly stops pumping blood around the body, causing unconsciousness and unresponsiveness). CPR should be done until you can get a defibrillator. If someone is having a cardiac arrest, call 999, start CPR and get someone to find a defibrillator. The emergency operator can advise you if you can’t find one. Once you get the defibrillator, turn it on and continue CPR until the device tells you to stop.

Anyone can use a defibrillator and you don’t need training. Once you turn it on, it will give clear instructions on how to attach the defibrillator pads. The device checks the heart rhythm and will only tell you to shock if it’s needed. You can’t shock someone accidentally.

How to use a Defibrillator

If you're on your own, don't interrupt CPR to go and find a defibrillator. If it's possible, send someone else to find one. **When you call 999, the Operator can tell you if there's a public access defibrillator nearby.**

To use a defibrillator, follow these simple steps:

Step 1: Turn the defibrillator on by pressing the green button and follow its instructions.

Step 2: Peel off the sticky pads and attach them to the patient's skin, one on each side of the chest, as shown in the picture on the defibrillator.

Step 3: Once the pads have been attached, stop CPR and don't touch the patient. The defibrillator will then check the patient's heart rhythm.

Step 4: The defibrillator will decide whether a shock is needed and if so, it will tell you to press the shock button. An automatic defibrillator will shock the patient without prompt. Don't touch the patient while they are being shocked.

Step 5: The defibrillator will tell you when the shock has been delivered and whether you need to continue CPR.

Step 6: Continue with chest compressions until the patient shows signs of life or the defibrillator tells you to stop so it can analyse the heartbeat again.

Members thoroughly enjoyed David's presentation and asked if he could present at a future meeting. Several asked for his contact details which are as follows:

David Leech, **Crusaider First Aid**, enquiries@crusaiderfirstaid.com.
www.crusaiderfirstaid.com, tel. 01708 202277

May - "You've Never Had it so Good"

Paul Robbins



In 1957, the then British Prime Minister, Harold Macmillan (left) made an optimistic speech telling fellow Conservatives that "most of our people have never had it so good", the title of this presentation.

Facilitated by virtual presenter—historian and author Paul Robbins - our members took a wonderfully nostalgic look back at society, culture, news and music from the great golden decade that was the 1950's. Paul

covered white £5 notes, rationing, trams, smog and the third man film, as well as Muffin the mule, Ford Anglia cars and the Wooden Tops which kind of explained much about British society and how it changed during the 1950's, and the impact that these changes have had on Britain today.



The Height of Technology – A radiogram

There was far too much content to summarise here, but you will find the video under the Events tab on our website—it's well worth a view. By popular request, we will be hearing against from Paul at our November meeting (see page 3). A little pre-Christmas treat for us all.

National Highways celebrates 100 years of road numbers



April 2023 marked 100 years since the introduction of A roads, as the new numbering system for Great Britain was published by National Highways. Before this, local authorities found it difficult to keep track of maintenance work, central government had not accurate measure of how far apart towns were, or what state any of its roads were in.

Travellers had difficulty finding their way around because one road was much like every other and road signs were poor. The Ministry of Transport was formed in 1919 and given authority to classify highways and allocate funding for road maintenance.

The definitive list of major roads was published on 1 April 1923, following consultations with local authorities. Each road was given a single letter, denoting the road's category, and a subsequent number of between one and four digits. This enabled significant progress in how roads were funded, managed and used. It made it easier to know which road you should be taking to your destination. And—with the clever radial system—there was a subtle helping hand; if the road number didn't begin with a 2, you were not heading through Kent to Dover.

It gave continuity to the route as well, given how many roads change names multiple times.

A lot has changed over the last 100 years since the road numbers were first introduced. With the original aspiration of having A roads at the top of the league, when motorways were first introduced a new letter was needed.

A roads make up 58% of the strategic road network, many of them with ancient origins. These roads have linked communities and enabled trade for centuries. Today's much larger population and current lifestyles mean that, while today's strategic A roads often follow the general route of the original road, the road itself would be unrecognisable to a Roman highway engineer.

Over the years many A roads have been upgraded, with projects to widen or even bypass the former route. And the projects have ranged from smaller junction improvements to multi-billion pound projects such as the A3 Hindhead tunnel that has now taken long distance traffic away from the village and restored tranquillity.

In England and Wales, the road numbering system for all-purpose (i.e. non-motorway) roads is based on a radial pattern centred on London. In Scotland the same scheme is centred on Edinburgh:

A1 London to Edinburgh, A2 London to Dover, A3 London to Portsmouth, A4 London to Avonmouth, A5 London to Holyhead, A6 London to Carlisle, A7 Edinburgh to Carlisle, A8 Edinburgh to Greenock and A9 Edinburgh to Scrabster.

The numbers of the roads changed quite frequently during the early years of the system, because of the rapid expansion of the network.

A roads in numbers

- National Highways manages around 2,600 miles of major A roads in England, and nearly all motorways. Other roads are managed by local authorities.
- Major A roads are technically called all-purpose trunk roads (APTR).
- The Great North Road, linking London and Edinburgh, became the A1 in 1921.
- The comprehensive road numbering system in Great Britain came into effect in April 1923.
- The road number A122 has been identified for the new 14.3-mile road that will link Essex with Kent, running through the Lower Thames Crossing.

The A4545 will be the brand new link road being built as part of its £282m upgrade of the M42 Junction 6 near Solihull. It will be the first new A road to be named in the Midlands region for almost 17 years.

More detail on this, as well as other interesting Highway stories can be found in the National Highway on-line magazine: www.highwaysmagazine.co.uk

Driving in France

by Judy Burley, former NELE Member



Hello everyone. I am Judy Burley and I used to be a member of NELE. I passed my IAM test, thanks to my very patient Observer, John List. I am pleased that I took the IAM test before moving to France in 2010. I have kept in touch with Derek Leggetter and he has suggested to me that I write an article on Driving in France.

I live in the Marais Poitevin in a small village called Saint Michel en l'Herm. The Marais Poitevin is a designated Nature Reserve and it is full of birds and mammals. I live five minutes in the car from the coast, where there are many beautiful beaches.

Marais means 'Bog'. It is very difficult to build roads because they are liable to subsidence. Most of the roads were built before the advent of the car and so they are very narrow, particularly in the towns. Since Covid 19, French people have flocked to the coast nearby because the beaches are magnificent. It

was a favourite destination of British holiday makers but since Brexit and Covid there are very few British. July and August are very busy months here because the children are on holiday. September quietyens down because French children are back to school but the weather is still warm and sunny.

Vendee, which is part of the administrative district of Loire Atlantique is very rural. This means that there are a lot of agricultural vehicles and because of the proximity of the sea, you might meet a boat in transit coming towards you! However large loads such as boats are always accompanied by a police escort. The police might direct the traffic at times. The Vendee has the second worst accident statistics in France. The first is Ile de France which is around Paris.

I have my own theories why this should be. The Vendee has a lot of agricultural vehicles, therefore drivers take risks whilst overtaking. Combined with a lack of seeing driving as something that can always be improved upon, and a degree of complacency, and you have a fatal combination. Someone said why on earth did I take an advanced driving test? I passed my initial driving test didn't I? That should be sufficient shouldn't it?

OK I don't want this article to be a whingeing session so I will get the whingeing out of the way now. It seems that very few drivers of cars indicate so one has to guess or wait and that on A roads, it seems that very few people keep to the speed limit. Also drivers tend to 'tailgate'. No tyres and tarmac here! If you are not used to this it can be very irritating, particularly because drivers tend to slow down once they have overtaken. If you keep to the speed limit you are hassled, particularly if you are a woman driving alone. This is a chauvinistic country!

Motorway driving seems to be much better than that of the UK and the whole of the motorway network in France is under surveillance. Most drivers keep to speed limits. One pays at peages for the privilege of driving on motorways because the journey time is shorter. Also your speed is calculated at the peage and if you have exceeded the speed limit then you receive an 'on the spot' fine. Just in case you ever drive on French Motorways, there is always a police station, and very important, public toilets at peages. Speed limits on motorways are 130 km/hr. in dry weather, 110 km/hr. in wet weather. On A roads they are 80 km/hr. sometimes in other departments, 90km/hr. In villages and towns it is 50km/hr. but there are no speed limit signs. You just have to know. Near schools and other potential hazards, it is 30km/hr. In some towns and villages, pedestrians have priority. For instance in Lucon which is my nearest town in the centre, pedestrians take priority and then the speed limit is 20 km/hr.

I drive a right hand drive car whilst driving on the right. I have imported my car so it has a French number plate. I don't find it a problem except perhaps at oblique junctions.

Other interesting points to ponder are:

- You can drive a moped (cyclomoteur) under 50cc from the age of 14;
- You lose points for breaking the law. Driving licences are issued with 12 points.. If you lose 12 points, you lose your licence.

...continued on page 20

NELE AGM 2023

Chairman's Report

For many years, IAM RoadSmart groups have been able to follow well-trodden paths in the way that they operate, within a society where, by and large, little altered when it came to the Advanced Driving world. However, the past year has seen NELE affected by societal changes for which the COVID epidemic, concerns over air pollution and road safety have been, at least, major catalysts.

- Lockdown encouraged many employers and their staff to adopt flexible and home-working practices. This was facilitated in no small part by recent technological changes such as near-universal rollout of home internet access amongst the working population. In turn, this enabled services such as Zoom and Teams to deliver virtual meetings between people without the need for them to travel. These developments have impacted the way that NELE can and does run social and committee meetings.

Changes to social meetings have perhaps been the most notable feature of the past year. Some of the changes can be viewed as negative – loss of personal interaction and social atmosphere at a common meeting point is not the least of these. Face-to-face meetings encourage personal networking to a level that virtual events never seem to achieve. On the other hand, virtual meetings allow people who are distant from the meeting location to participate without spending twice as much time travelling as participating. Virtual meetings also enable us to invite speakers from further afield, for whom travelling into London is unattractive.

NELE has adapted by adopting a range of strategies for our social meetings. Our monthly meetings at the Toby Carvery here in Chadwell Heath will continue to be held in-person and, wherever possible, will be live-streamed on Zoom for those unable to attend. Most presenters will also be live, but some will deliver their talk remotely. Where possible, presentations will be simultaneously Zoomed and later made available on the NELE website. Understandably, this will not be possible without the presenter's permission, which cannot always be given.

Events are currently coordinated single-handedly by Jennifer Maclellan; we appreciate all her efforts whilst recognizing that she also carries out several other important NELE roles including Roadworthy Editor and Press & PRO. For the past two years, the committee (including Jennifer herself) have been asking that someone else from the Group would volunteer to help Jennifer with her work, or even take over one of those roles. This request is now becoming more pressing as Jennifer will be winding down her Group involvement over the coming year and will have completely stepped away from those roles by next year's AGM. Without volunteers to take over, NELE will have no monthly social meetings, copies of Roadworthy and publicity campaigns.

- Concerns over air pollution have seen the planned extension of the ULEZ zone, which has resulted in changes in car ownership and use. Some existing members, especially Associates and Observers, have had to curtail driving activities as a consequence; the geographical spread of our Observer corps also makes it unattractive for some potential Associates who will face long journeys (in time if not distance) to meet an Observer. In the coming year, NELE will be increasing its efforts to recruit new Observers across our area to address this issue. If you are a full member who would like to give something back to the Group for your training, please consider becoming an Observer. Our Observer training programme will support you in the process, and helps you find even more enjoyment in your driving, since being an Observer is one of the best ways of improving your own driving skills.
- Road safety initiatives such as 20mph zones, low-traffic neighbourhoods and wider adoption of cycle-friendly zones have made central London an inappropriate environment for post-Test driver training. At the same time, public transport developments such as the Elizabeth Line and improvements to the Overground have reduced reliance on private transport. Indeed, the trend amongst inner city youngsters is to delay preparation for their DSA driving test until their early 20s, or even to rely entirely on public transport, friends and cabs. This would increasingly impact the pool of potential NELE recruits if only we had reached saturation point amongst existing North-East London drivers – but we've got a long way to go before that happens!

Looking forward, NELE will be undergoing “under the bonnet” changes over the coming year which should help us deliver a better service to our Associates and provide better support to members and, in particular our Observers.

- Refined processes are being put in place for the membership “journey” to ensure that new Associates are more quickly and effectively added to the membership system and allocated to an Observer.
- Our subscriptions renewal process will allow renewals, subs reminders, personal details changes and, ultimately, membership cessations to be dealt with more effectively.
- A more rounded process will be put in place for providing Observers with information about new Associates; there will also be a simplified system for Observers then to regularly notify the Chief Observer (and thence the Committee) of how Associates are progressing. This will

help us be more efficient in the way that we allocated new Associates.

All of this would not be possible without the committee. I've already mentioned Jennifer Maclellan; now is also the time to thank in particular:

- Mike Noel, Group Secretary;
- Paul Heasmer, standing down from the Treasurer's post, but remaining on the Committee in a role that doesn't involve venturing inside the dreaded expanded ULEZ;
- Graham Fennell, taking over as Treasurer from Paul;
- Peter Rowles, standing down as Observer Team Leader;
- Derek Leggetter, great source of the type of wisdom needed by any Committee;
- Clint Childs, membership secretary.;
- Pete Minvalla, IT supremo;
- Charlie McGlinchey – retiring from the Committee after many years as the voice of experience.



Charlie McGlinchey (far left) and Peter Rowles (right) receive their long service awards from former NELE Official Cliff Cadman who made the journey all the way from Basingstoke to attend the event. Thank you so much Cliff!

Peter Rowles—40 years with NELE, the majority of them dedicated service. Charlie—we'll count again but think it's 15 years dedicated service ... and ongoing!



NELE Officials (above). Paul Heasmer (left), Paul Gillett (facing, centre) and Mike Noel (facing, right)



(Left) Retiring Observer Team Leader Peter Rowles (far left) awards Charlie McGlinchey with the Observer of the Year Trophy. A double award for Charlie!

We also need to recognise the time and expertise put in by our team of Observers to help make better drivers in North-East London and (bits of) Essex. It's not only the hours that they invest on the road with Associates, but sometimes also time on the phone when Associates' life events have interrupted their training programme and reminders are needed to become active again.

A final word of appreciation must also go to our volunteers' families for coping with the absences necessary for Observed Runs and events to take place, for telephone calls received at sometimes inconvenient times, and time taken up finding solutions to unexpected problems.

Rising to challenges is what seems to spur on our team. We have lived through a few recent years of changes, with more to come in the future. We truly live in interesting times!

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

Registered Charity Number: 1056280

ANNUAL GENERAL MEETING

held at the Moby Dick (A12 junction with Whalebone Lane), RM6 6QU

as well as 'in-person' this AGM also had members attending via ZOOM

Tuesday 11th April 2023 at 7.30pm

Minutes

The Chair, **Paul Gillett (PG)** introduced the **AGM** welcoming everyone to the meeting.

1. **Apologies for absence** – John Saffer, Lesley Borzoni, Pete Minvalla, Steve D'Ath, Martine Heasmer
2. **Minutes of previous AGM** on *Tuesday 12th April 202*
The Minutes were accepted as a true record.
Proposed by: Peter Rowles; **Seconded by** Ken Wheeler
Carried unanimously.
3. **Matters arising from the 2022 AGM Minutes**
None
4. **Chairman's report**
Copies were handed out and will also be available on the Group website

Resolution 1: To accept the Chairman's report

Proposed by: Charlie McGlinchey; **Seconded by** Cliff Cadman
Carried unanimously

5. **Treasurer's report and adoption of accounts.**

The Treasurer's Report was handed out at the meeting, and can be seen on the NELE website.

Paul Heasmer (PH) stated that the balance was lower in 2022 mainly due to the postage to members of free copies of the Highway code, an initiative which was in line with the Group's charitable road safety objectives. It would be up to the new Committee to consider whether membership fees should go up although he saw no reason why it should, as our funds are healthy.

PG clarified that Sundries should read:

Roadworthy £318; Printing and postage (calendars, envelopes etc) £778; Total: £1096

PH thanked everyone in the group who had assisted him in his role as Treasurer over the years

Resolution 2: To accept the Treasurer's report and adopt the accounts.

Proposed by: Graham Fennell; **Seconded by:** Cliff Cadman

Carried unanimously

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.

- We include this every AGM to avoid "ghost" entries in the accounts where members, for example, have moved without notifying a new address or cancelled their membership but not a standing order, or where members have paid twice and not asked for a reimbursement.
- There were no unclaimed monies carried forward for 2021/22

Proposed by: Graham Fennell; **Seconded by:** Ken Wheeler

Resolution carried unanimously

7. **Election of officers** (*Officers must retire annually & may offer themselves for re-election*)

Standing for re-election:

- Chairman: **Paul Gillett**
- Secretary: **Mike Noel**
- Treasurer: **Graham Fennell** was standing for election; **Paul Heasmer** was standing down

Proposed by (*en block*): Clint Childs; **Seconded by:** Charlie McGlinchey

Carried unanimously

8. **Election of committee members**

Every year one-third of Committee members must retire in rotation and may offer themselves for re-election.

Committee Members retiring by Rotation and not standing for re-election:

Peter Rowles, Charlie McGlinchey, Jennifer Maclellan

Committee Members retiring by Rotation & standing for re-election:

Paul Heasmer is retiring as the Treasurer but standing for election as a Committee member

Proposed by: Cliff Cadman; **Seconded by:** Sylvia

Carried unanimously

It was noted that Jennifer MacLellan was retiring from the Committee but would continue her role as Newsletter Editor, Press & PR until the next AGM or as soon as a replacement can be found.

9. **Any other business –**

- **Derek Leggetter** mentioned that he had recently seen a press article in which an IAM RoadSmart representative was reported as saying that drivers over 75 years should re-take their driving test. He asked that this group, NELE, should write to Head Office expressing the view that we strongly opposed the idea as other classifications of driver were more likely to cause accidents should be higher priority for compulsory re-test, and similar measures to improve their driving skills and this was yet another 'attack' on older drivers.

- In the discussion which followed, members identified other measures which were felt to be of higher priority. It was also recognized that in many areas of the country, public transport was much more limited than in London; in rural areas, many older drivers were therefore reliant upon cars for almost any journey. Nevertheless, it was recognized that there was a valid cause for concern over some drivers whose mental or visual faculties were failing with advancing age but did not accept the need to give up their licences. However, road accident statistics still show that such drivers represent a lower risk than many other types of road user.
- **Action: MN & PG** to draft a letter to Head Office incorporating the views expressed by members. This would be informed by a copy of the offending article, which Derek would forward to them.
- **John Baxter** reflected that Observers give up their time to the Organisation. He suggested that a letter should also be written to IAM RoadSmart HQ requesting that subscriptions should be reduced for Observers in recognition of their contribution to the organisation.
 - **Action: MN & PG**

The AGM finished at 20.30 hrs

.... *Continued from page 14.*

I strongly advise reading the Highway Code for France before driving (le Code de la Route.)

If you are interested, then use the internet to find what one loses points for. It is quite detailed and quite extensive.

Sans Permis cars (*cars that don't need a licence.*)

To qualify as a 'voiture sans permis', the vehicle needs to have an empty weight of 425 kg, and a maximum length of 3 metres, have only 2 seats, a motor limited to 6kw (8 hp) and a top speed of 45 kph. These cars can be driven anywhere in France except on autoroutes (motorways) and dual carriageways. One can drive these cars from the age of 14 which seems to me to be very young. They are generally considered to be 'drinkers cars' or 'voitures des alcoolos'. France is a large country and in places, quite rural. They enable people to do their shopping and to visit the Doctor. They are also gaining popularity in schools. *Mmmm discuss!*

The 'Controle Technique', which is the equivalent of the MOT in the UK, is done every two years. This means that you must do checks on your car in the intervening period. The Controle Technique is done in a separate place to a garage and is very thorough.

Parking is very well catered for in my local town with two open air car parks that are free. If you park in a multi storey car park then you pay much less than in the UK. Parking is usually free inside and out, between the hours of 12 and 2. It appears lunchtime is sacrosanct!



Drug Drive Epidemic 2022-23

Whilst relaxing on a recent holiday, I was horrified to read that drug drivers aged from 15 to 77 are being caught high on cocaine and cannabis. According to data obtained by the Mail from the DVLA, a total of some 20,000 motorists were reported by police for drug driving in 2022, cannabis causing the biggest problem and accounting for half of these.

It appears that drug driving has now overtaken drink driving for the first time, and scores of offenders are evading justice. On reading through the article, it transpired that 35 of these were pensioners who had been found to have taken cocaine, cannabis and/or amphetamines.

I've also spotted a press release written last month by IAM RoadSmart's CEO, Anthony Kildare, as follows:

In March, IAM RoadSmart called on transport ministers and MPs to take the long-overdue steps needed to finally address Britain's growing drug-driving crisis. This is an issue the government claims has been on its radar since 2011, and yet since 2012, the issue has shown no signs of improving. Collisions and casualties have gone up by over 260 per cent over the last ten years, and convictions are increasing every year, reaching nearly 28,000 in 2021. The impact is devastating, far-reaching, and only getting worse.

Such sobering statistics clearly require urgent action – unfortunately, it appears our calls for drug-driving to be treated as a standalone issue have been overlooked. Our worrying research findings indicate the potential scale of the issue. Indeed, IAM RoadSmart's survey of over 2,000 motorists discovered that:

- **1-in-10** motorists have driven, or been a passenger in a vehicle where the driver has been under the influence of illegal drugs
- **14 per cent** of people would not stop a family member or friend who was planning to drive while under the influence of drugs
- **6 per cent** of people would be comfortable with driving while under the influence of drugs

And Britain's drug-driving issue does not just apply to illegal drugs, but also, perhaps surprisingly, commonly-used prescription and over-the-counter (OTC) drugs such as antihistamines, painkillers and anti-depressants – which can have just as much of a profound impact on a driver's judgement while behind the wheel. Our research also revealed that:

- **1-in-3** motorists do not know maximum dosages of prescription medication before it will impact their ability to drive
- **1-in-5** rarely, or never, check whether prescription medication will impact their ability to drive
- **1-in-4** drivers are unlikely to avoid driving after taking OTC medications that warn against using heavy machinery, like antihistamines or cold and flu remedies.



Despite the government choosing not to take any new actions on this issue, we are determined to continue raising awareness of driving after consuming illegal and prescription drugs. We have already attracted strong engagement with the general public and the media, and now is the time for the government to give it the priority it deserves.

This is why IAM RoadSmart is, again, calling for a meeting with government so we can discuss how we can work together to finally get to grips with this issue. We wish to reiterate our previous calls for:

An outcome from the government consultation.

We have been waiting since last summer for the government to announce the results of its own consultation entitled "Protecting the public from repeat drug-driving offenders" so that we can all work together to help drug offenders tackle their issues.

Separate rehabilitation schemes

We want drug-driving to be reprioritised as a standalone issue, and we are calling for an in-depth investigation, looking at the underlying issues that lead to the offence - recognising that it is a distinct issue from drink-driving.

Develop a course

As the UK's leading independent road safety charity, we want to work with the government and all interested parties to support the development of a rehabilitation option for drug-driving, with a particular focus on illegal substances, that is effective in reducing reoffences.

Support the prescribing process

We want to work with partners, in government and the health sector, to raise awareness and advise on some of the potential outcomes that prescribed medications can have on a driver's ability behind the wheel. Together we can fight the tide and begin to see a decline in drug-driving collisions and casualties on Britain's roads, before the situation gets any worse.

You can read more about IAM RoadSmart's drug-driving campaign on their website under the Research and Policy tab—drug-driving.

[https://www.iamroadsmart.com/about-us/research-and-policy/drug-driving/.](https://www.iamroadsmart.com/about-us/research-and-policy/drug-driving/)

My Car-spotting History

John Harrison



To keep myself occupied whilst job hunting, I've been volunteering at the local Oxfam bookshop. A copy of Olyslager's "British Cars of the Late Forties" (BCLF), deemed too scruffy to sell, was donated and I was allowed to give it a good home. Reading this has helped me understand my car-spotting history much better.

I was very good at car spotting as a kid. This perhaps was not surprising as I was a little boy mad on cars with Asperger Syndrome. I am not exactly sure how I acquired that ability. I had "The Observer's Book of Automobiles" (TOBA) and other books to help me. TOBA helped me identify not only what I saw but also told me what to look out for. I still remember my first sightings of an Astra (Not a Vauxhall Astra, but a 1950s British-built economy vehicle with an Anzani engine), a Peerless (a glass-fibre sports car using a lot of Triumph components) and a French Facel Vega, all types of cars I had been longing to see – I obviously considered these momentous occasions at the time as they have stuck in my memory. I could identify pretty well every contemporary British car and the more common European ones. I could not identify the model for something like an Opel or Simca, but I knew they were Opels or a Simca. American cars were something different. Comparatively few were seen (though we lived in Warrington near the Burtonwood Airbase), but they all looked the same; long, low and wide. I just didn't bother with these. In addition to using books, I think I honed my knowledge by looking at the car's badges if I could not identify one and it was parked. Also, at this time tax discs would have the car's make, though this sometimes resulted in me seeing sports cars supposedly Austins or Fords but which were clearly not Austins or Fords – I now know these would have been kit cars built using an Austin or Ford donor vehicle.

My car-spotting abilities started with 1950 models. This is where BCLF comes in. The book covers cars introduced from 1947 to 1949. The introduction to the "1947" section states, "Most British 1947 models were carryovers from 1946, and 1946 models, in turn, were in most cases similar, if not identical, to those of 1939/40. Notable exceptions were the AC, Allard, Armstrong Siddeley, Austin Sheerline and Princess, Bristol, Healey, Jowett Javelin [featured on the book's cover incidentally], Lagonda, MG 1½-Litre, Riley 1½- and 2½-Litre and Triumph 1800, but most of these were limited-production vehicles." Discounting the "limited-production models, the 1948 model year saw the introduction of the Austin A40 Dorset/Devon, Ford Pilot [the other car on the front cover], the Land Rover and the Standard Vanguard. 1949 saw the introduction of several new models, Austin A70 Hampshire, Austin A90 Atlantic, Hillman Minx, Humber Hawk, Jaguar XK120, Morris Minor,

Morris Oxford/Six, Sunbeam-Talbot 80 and 90, Vauxhall Velox and Wyvern and Wolseley Six.

The new models introduced in the late 1940s could be classed as almost revolutionary compared with their predecessors. They were more flowing in style in contrast to the earlier cars which were boxier and, as the book explains, had engines constrained by the RAC-rating horsepower tax so sold as Eights, Tens, Twelves, etc. It was more difficult for me to differentiate between the earlier cars and anyway fewer were around as many had been exported in the "export or die" period and those which had been sold here were being scrapped, especially after the introduction of the MoT test in 1960. I could recognise a proportion of them, but by no means most.

Little boys grow up. I eventually felt TOBA was too juvenile (though in retrospect I think that conclusion was wrong – it was an excellent handy guide) and I switched to the "Daily Mail Motor Show Guide" (DMMSG) and later the "Daily Express" one. In 1966 our Senior Scout Troop took part in an inter-troop competition. I didn't do very well on things like abseiling, but I did very well on the car recognition test. The pictures used for the test were actually cut from a DMMSG, the same guide as I had already avidly studied, but I did lose a couple of points as I confused the Mark 2 Ford Cortina and the Hillman Hunter – both were new models yet to be seen on the roads in significant numbers and there was a certain similarity in appearance. My contribution was valuable as our troop won the competition.

My car-spotting skills have declined in recent years. I am not sure why. I could put it down to all cars looking the same, but I think that has always been the case. Some years ago I was doing some research in the National Motor Museum Library in Beaulieu and somebody was trying to identify a car in an early twentieth-century photograph and having difficulty – even then it seemed all cars looked the same! In contrast my skills at identifying pre-1950 cars have improved as, though not owning a classic car myself, I have become more involved in the classic car movement and regularly attended shows.

I read the following article in the Home Counties North Advanced Driver magazine with much interest and am pleased to say that they and Steve McCabe—the author of the article—have kindly agreed to allow me to share it with you. Although he practises in Ruislip, he also works online. You will find more information about Steve and Cognitive Hypnotherapy on his website: <https://steve-mccabe.co.uk>. -Ed.

Driving up Stress—You are in Control

**by Steve McCabe
Practitioner in Cognitive Hypnotherapy**



So let me paint a picture. You're happily driving along, when you notice a vehicle in the outside lane attempting to pull in front of your car. You react to this event by 'gap-closing' to the vehicle ahead.

Perhaps you have a vehicle pull into the gap ahead causing you to brake harshly or a vehicle unexpectedly

Leaves a junction, again causing you to brake heavily. To add insult to injury, there's no acknowledgment from the driver for having pulled out abruptly. You notice your heart rate increases. Your hands start shaking. Your breathing becomes rapid and shallow. You feel agitated.

If any of the above sound familiar, you're in good company. These are all examples of driving situations we face every day, and the driver's physiological response results in what is known as a *flight, fight or freeze* response. Without a level of self-control, it's a developing situation that can result in dire consequences for all parties involved.

I'm Steve McCabe, an advanced driver of 30 years and I run a private therapy practice using Cognitive Hypnotherapy in Ruislip, Middlesex.

What I'd like to do in this short article is share what the stress response is and how it can trigger what is frequently known as '*road rage*'. I'll also suggest some practical ideas to help manage the strong emotions you might notice, either in yourself or those around you.

Before we look at driving, let's firstly take a look at how we are hard-wired to respond to situations that our brain recognises as peril or threat.

Simplistically, the human mind is made up of two parts – a conscious part and an unconscious part and it's our unconscious that is responsible for running about 90% of our day. That's just 10% of your day being run consciously by you, which might be even lower if you are very tired.

Now, the conscious mind is responsible for all those logical, decision-making things we do every day: whether to wear jeans to the office, what breakfast cereal to eat or which route to work we'll take.

The unconscious mind, however, is the emotional, more primitive part that has learned through past experiences, what is safe, what is dangerous, including those everyday things we do automatically, without any conscious thought. Essentially, it puts us on autopilot and exists to look out for you in a protective way.

In fact, it's very important that we have our unconscious mind running our lives automatically - imagine a life where you had to consciously think each morning how to brush your teeth, how to use a knife and fork or how to sit in a chair. You would be physically and emotionally exhausted by the sheer mental energy required to make everyday decisions.

Importantly, the unconscious also has another key feature – it drives you to behave in a way which it thinks will protect you. In this respect, the unconscious has a positive intention to keep you free from what it recognises as imminent threat or danger. However, as this is your primitive brain, unsurprisingly, it sometimes gets things wrong and makes you do things that are inappropriate for a given situation.

Imagine this example - your boss asks you to give a short presentation to work colleagues after lunch. Your unconscious, without you being aware, shuttles back in time through all of your stored memories as far back as childhood. It's looking for any events that match with the 'threat' of having to give a presentation after lunch.

Your unconscious then races into the future and predicts what might happen based on the recalled memory, when you're up on your feet speaking.

Let's say when you were back at school, you messed up your lines in the school play. The audience laughed. Harmless enough and it could have happened to any of us but at the time, your less well-developed brain puts that humiliating experience down as you being judged negatively by others. A strong match is made between the school play and the work presentation and a **fight, flight or freeze** response is triggered: your heart rate increases, breathing becomes rapid and shallow, your hands shake. You might start to sweat, and your face will be flushed.

Now, this fight or flight response is essential for our survival and has evolved from our ancestors over the thousands of years. Again, imagine stepping off a pavement but you didn't notice a bus fast approaching. Your fight or flight response kicks in – a conscious decision-making process in that instant would probably end badly given the longer time you'd need to process the information.

This response readies the body for fighting or fleeing something that poses threat.

This would be an appropriate response when we were living in caves with the danger of ending up as breakfast for a sabre-tooth tiger. But perhaps an inappropriate response for a presentation. Remember, the unconscious is primitive and occasionally gets things wrong, a bit like a glitch in computer software.

Sticking with the work presentation example, this may result in flight (faking illness and ask to be excused from giving the talk), fight (protest about it and why me) or freeze during the presentation. Either way, these strong emotions will result in you not being at your best.

The next thing to know is that all behaviour serves a purpose – in the work example, the fight or flight response is to get you away from what the unconscious thinks is potential humiliation in front of your colleagues, just like way back in time at the school play.

All behaviour serves a purpose.
(Worth writing that on the fridge)

Something else that's an everyday occurrence is called trance. Contrary to popular stage hypnotists, this is simply an altered state of consciousness, and a good example is when you are daydreaming when you're in a boring

meeting at work.

Also, do you remember that time driving on a motorway, and you couldn't remember the last 20 miles of the journey? That's trance and you do it all the time. Now being in trance is not normally a bad place to be, except when driving of course!

But here's the interesting bit. When people do their 'thing', whether it's overeating, smoking or flying into a rage when someone else causes a driver to brake harshly, that's a time when they will have entered trance.

Recall that all behaviour serves a purpose. So, if you think about times when you do something you later regret, like any of the above, your unconscious is driving you to behave in a way that serves a purpose.

So, the obvious question is how any of these examples above could serve any useful purpose. What's that all about?

Well, it's simply your unconscious mind taking over and putting you into fight or flight mode. You don't even make any conscious decision, the purpose being to get you away from imminent peril.

Back to the driving environment.

You or someone else falls into a fight, flight or freeze moment in response to poor or aggressive driving.

You might hear people talk of '*something came over me*' or a '*red mist came down*'. This is precisely the consequence of entering 'trance'.

Now clearly, prevention is better than cure and any strong emotional response to bad driving is never going to end well.

The question is then where and when did all this originate from that's resulted in a raging bull of a driver?

The answer may be more complex with you've guessed, roots in earlier life.

It's believed nearly all cognitive 'issues' whether it's compulsive behaviour, anger, feelings of guilt or fear, result from one or both of the following: either you believed you were never 'good enough' in the eyes of significant others in your life or that you were not loved or lovable.

Therapy often brings out clues with clients talking of difficult relationships in early life, for example, parents, guardians or teachers at school.

What's that link with not being good enough? A driver who responds aggressively may have a point to prove. To him or herself. A point that's built on being labelled as not good enough by someone important in their life. It's not to excuse the response but anger management is a serious matter. (The aviation industry terms this field, human performance.)

So maybe, if there's a deeper root cause of that driver's behaviour that you

or I don't know anything about, well therein lies an opportunity.

An opportunity to resist the temptation to react.

Strategies

Try this. The next time you experience poor driving that had it happened in the past, may have triggered in you a strong emotional response, ask yourself the following question: *"what's going on in that person's life that neither I or anyone else has any knowledge of? Perhaps the recent death of a loved one, news of redundancy or severe financial hardship?"*

None of us know and for that reason, be kind and let it go. That's a mindset approach.

Let it go.

Also, whatever happens around you when driving, don't take it personally. Nothing other drivers do is because of you. It is because of themselves. It might sound philosophical, but everyone lives in their own dream, in their own mind: they are in a completely different world from the one we live in.

When we take something personally, we make the assumption that they know what is in our world and we try to impose our world on their world.

One of the most useful steps to take with drivers who find themselves responding badly to poor driving is creating awareness – when it's safe to do so, keeping a diary of when and what happened that led to the situation developing. What could I have done to have prepared myself better? Was I distracted (daydreaming), fatigued or frustrated in that moment that had me entering 'trance' and losing control of my emotions?

Finally, for those of us struggling with perhaps lower self-confidence from not having driven much during the pandemic, a simple breathing exercise may help.

Called '*7-11 Breathing*', this exercise involves closing your eyes when safe to do so, then inhaling fully to the count of 7 (not 7 seconds), then exhaling completely, to the count of 11. If that's proving difficult, try '*5-8 Breathing*'. All that's needed is to ensure the out-breath is longer than the in-breath. This process activates what's known as the parasympathetic nervous system (the opposite of fight or flight), leading your body to relax.

In summary, nobody else is responsible for your life but you. It's been said that many people may be at fault for your pain and unhappiness in life. But no one else is responsible for digging you out of that pain or unhappiness. When driving, the main control we have is the control of our own emotions – you choose how to respond.

Wishing you safe driving and a healthy and successful 2023.

www.steve-mccabe.co.uk

Electric Scooters (e-scooters)

You may remember reading the informative provided by the Met. Police set out in the Spring edition of RoadWorthy; many have expressed much surprise that such rules exist and—bearing in mind they do—that they are not enforced. The need for a licence and insurance, fines and fixed penalty points, no riding on the pavement or using a mobile 'phone while riding, riding through red lights, etc. Riders could even face—horror of horrors—having their e-scooter seized! Does this ever happen? It seems very rarely!

Here's IAM RoadSmart's stance on the issue, published in April following France's ban of them. -Ed.

IAM RoadSmart is raising awareness of the dangers of e-scooters following a landmark ban in Paris, which saw residents of the city vote overwhelmingly in favour of banning the controversial battery-powered vehicles.

A staggering 90 per cent of residents who voted in the French capital were in favour of a ban on the rental scooters amid growing safety concerns, with 459 injuries and 3 deaths attributed to e-scooters in Paris last year.

Findings in IAM RoadSmart's Safety Culture Report, which surveys over 2,000 UK motorists on opinions of key road safety issues over time, discovered that e-scooters could be facing the same fate in Britain, if public opinion is anything to go by, with over two thirds (68 per cent) of respondents being in support of a law totally banning e-scooters.

68 per cent of respondents also stated that the growing number of e-scooters on the roads is a threat to their road safety, with three quarters (74 per cent) of those over 70-years-old being the age group feeling most threatened by the device, compared to 59 per cent of 17–34-year-olds. Responses varied according to region, with residents of London and the West Midlands among those who feel most under threat by the growing number of e-scooters – raising the question of whether boroughs of the capital and England's second city could soon take similar action to decision-makers in Paris.

Not all of those who feel under threat by e-scooters are calling for a blanket ban on the machines, but are instead calling for smarter and stronger ways for them to be used more safely, with 86 per cent of those surveyed stating that they are in support of tougher regulation of the devices. This includes a law restricting e-scooters to cycle lanes only, enforcing age limits on those who are allowed to use them and introducing strict design and construction standards.

This comes after the latest Department for Transport (DfT) statistics revealed that there were 1,434 casualties involving e-scooters in Britain in 2021, of which, 10 people were sadly killed. This is compared to 484 casualties involving e-scooters in 2020, meaning casualties have almost tripled in just 12 months.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented:

“The people of Paris voiced their opinions on e-scooters loud and clear at the voting booths, and our research demonstrates that British road users have similar concerns to our French counterparts.

- 90 per cent of voters in Paris chose to ban rental e-scooters in a landslide referendum
- Research commissioned by the UK’s leading road safety charity, IAM RoadSmart, has revealed that e-scooters are similarly unpopular in Britain, with over two thirds of respondents stating they would support a ban
- Analysis from regions across the UK reveals that Londoners and residents of the West Midlands are among those who feel most under threat from e-scooters

As casualties involving e-scooters triple in just 12 months, the charity is calling on the government to take action before more road users are seriously injured or killed by e-scooter riders

“We still await the Transport Bill, meaning there is still no regulation of these vehicles, which can go up to 30mph in some cases. Given the number of collisions we have seen on our roads and pavements involving e-scooters since they have been introduced, the concerns of the public are more than understandable.

“The government must act faster to regulate e-scooters before more injuries are sustained and lives are tragically lost. In the meantime, we would encourage those who wish to use rental e-scooters to ride with caution, vigilance and due attention, keeping themselves, other motorists and pedestrians safe.”



Did you know you can donate your used postage stamps to raise much needed funds for War Paws who welcome all kinds of stamps, on or off paper, foreign and UK?

Simply cut or carefully rip the postage stamp from the used envelope taking care not to damage the stamp and pop them in an envelope and post them to:

War Paws, PO Box 7344, Wednesbury, West Midlands, WS10 1DX.

Alternatively, you can hand them in to Jennifer at the reception desk on Group Night. Spread the word.....

www.warpaws.org

Your Letters

Dear IAM ,

May I ask whether the IAM have responded in any way with regard to the expansion of the ULEZ in Outer London Boroughs and other city centres. Thank you.

Joan G.

Dear Joan,

Our Chair has taken this up with Neil Greig, IAM RoadSmart's policy and research director, who responded as follows:

"As a road safety charity, our primary concern is that the boundary of any ULEZ implementation is clearly signed so that road users are not distracted from concentrating on the driving task. For the same reason, it would also wish to see all UK ULEZ schemes adopt consistent technical standards for vehicle emissions to avoid confusion when a journey crosses multiple ULEZ zones.

The admin. process supporting any scheme must be robust and fair, with a swift right of appeal in any case of mistaken identity. Authorities must also be more transparent in how they are spending the income from ULEZ schemes to improve alternative transport options for already widely penalised motorised road users."

Dear Editor,

May I congratulate you once again on a very interesting edition of RoadWorthy (Spring 2023); it just seems to get better with each edition! If there was an Oscar for the group with the best production, I'm sure your editions would win hands down.

Just one small point I think I should mention and that is on page 27, "Let's talk ... driving". Rachel Carlyle is not Saga's Editor, it is Louise Robinson. Rachel Carlyle is the Contributing Editor.

Thank you so much for your kind remarks Mike. However, without input and contributions from amongst our membership I'd be lost so do please keep the articles coming.

IAM RoadSmart actively rewards Groups

who produce outstanding newsletters against the following criteria: design, information, originality, entertainment value and advertising. Sadly I feel we fall a little short in some of these areas.

I'd love to see more positivity in articles from the Committee as well as more articles on motoring specifically (I'm not an Observer/Examiner). I'd also like to include some motoring puzzles and humour which I feel is in short supply these days. What would you like the content to include? Suggestions always welcome.

Apologies to Saga, but your article was great Rachel. -Ed.

Dear Solopress (who currently print RoadWorthy for NELE),

What on earth is that strange void that appeared on p.23 of the spring edition and right at the end of the article on e-scooters? -Ed.

That's a formatting error in your artwork Editor, but hey—here's 10% off your next print order. - Solopress

Doh! My apologies members. It transpired that it was my error. Fortunately all the wording appeared and so the article was complete and I have at least learnt something. Thanks for the voucher Solopress—it's worth more than £25 to NELE!

I cannot praise Solopress enough—they are a joy to work with and are by far the most cost effective for NELE.

(We are definitely going to hear a lot more about e-scooters I feel. -Ed.)

Could NELE please explain the high number of Associates we had join NELE during 2022 against what seemed to be a low number of passes?

And what can be done to encourage Associates to attend Group Nights?

Perhaps our new Observer Team Leader could provide an analysis as to this to include in the next RoadWorthy? -Ed.

NELE IAM Committee

(updated May 2023)



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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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