



Official Provider



ROADWORTHY

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



National Observer Paul Heasmer takes Jamie Rodwell through his paces.
And Jamie's results are in! (See page 11)

Autumn 2023

INSTITUTE OF ADVANCED MOTORISTS AFFILIATION NUMBER 7043
REGISTERED CHARITY NUMBER 1056280

CONTENTS

3. Dates for your Diary - Upcoming Group Nights
4. Chairman's Chat
6. Group Associates, Member rejoins and recent passes
7. Have you see the Amber Light—Chief Observer
11. Jamie's Drive to Excellence
12. All in the life of an Observer—John Saffer
14. June Group Night - Journalist and author David Worsfold
15. Graham's Quick Quiz
16. Lynne's Luscious Lemon Drizzle Cake
17. Update—Richard Webb and his Guide Dogs
17. ViewPoint—Richard Gladman, IAM RoadSmart's Chief Executive
19. July Group Night—Summer Social with Graham Fennell (and not such a Quick Quiz!)
21. End of an Era—Derek Leggetter
22. Winter Driving—Derek Leggett
24. September Group Night—Digital Forensics
24. Answers to Quick Quiz
25. October Group Night—Essex & Herts Air Ambulance Trust
26. Jaywick and more—John Harrison
28. Improve your Parking with IAM RoadSmart
30. Answers to July Quiz Night Quiz
31. Your new NELE Committee (October '23)
32. New Year, New Venue—Mike Noel

Christmas NELE style!

Last Orders for our Christmas Dinner by 28th November
(limit in places—book now!)

£33 a head for 3 courses

TUESDAY 12th DECEMBER
7 p.m. for 7.30 p.m.

at

The Bull, Station Approach, Theydon Bois, CM16 7HR

Please contact Paul Heasmer on 07521 442236
for further information ... and the menu!

Group Nights

From **January 2024**, Group Nights will take place at **7.30 p.m. on the second Tuesday of each month** (*excluding August and December*) at our new venue—the **Theydon Bois Village Hall, Coppice Row, CM16 7ER** (right). The hall has a spacious car park with a no-step entrance to the building and is within walking distance of the Tube station. It is even outside the expanded ULEZ zone!



Whilst we endeavour to find presenters who are able to attend in person, this is not always possible. However, whatever format, a friendly welcome is guaranteed with like minded people, and tea/coffee and biscuits provided at the venue.

We also “Zoom” meetings whenever possible so that access can be given to those who cannot attend via a mobile, laptop or tablet. If you use this method, 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.

ZOOM ONLY

14th November “**Safety, System, Smoothness and Sparkle—the Four S’s of Advanced Driving**” with Chair/Chief Observer, Paul Gillett. ***Guests most welcome.***

- | | |
|---------------|---|
| 12th December | No meeting—Christmas Dinner (<i>see opposite</i>) |
| 9th January | Seasonal Quiz with Graham Fennell—the first at our new venue (see above). (<i>Will NOT be zoomed</i>) |
| 13th February | David Newall on his father Les’s wartime role as a bomber navigator and leading light in vehicle registration (<i>see page 15</i>). |
| 12th March | Meet IAM RoadSmart Chief Examiner Richard Gladman (<i>see page 17</i>) |
| 9th April | AGM and in-house presentation |

Deadline for the next edition of RoadWorthy: 16th February 2024

E-mail: publicity@neleiam.co.uk

Lies, Damn Lies and Test Statistics

Chairman's Chat

In the last *Roadworthy*, members asked whether NELE could explain the high number of Associates we had join NELE during 2022 against what seemed to be a low number of passes.

To every simple question, there is a simple answer which is inevitably wrong. So, this answer is slightly longer.

When there were still local papers, a regular entry was "Births, Marriages and Deaths", known colloquially as "Hatched, Matched and Dispatched". Those figures were loosely inter-related, but in most instances, a Match in one year was not inevitably followed by a Hatch in the following year. (Occasionally, a Match would be followed in short order by a Hatch, but that was generally regarded as an exceptional situation!) Similarly, some Matches were never followed by a Hatch for a variety of excellent reasons.

So is it with NELE members. There is an inevitable delay between people joining and reaching Test standard. In 2021, the effects of COVID meant that recruitment figures took a severe tumble. Consequently, the 2022 test results were also lower. Recruitment picked up on 2022, with consequent improvement in the 2023 Test results – you'll see that reflected in our equivalent of the Hatched, Matched and Dispatched column on page 6 of this edition of *Roadworthy*, which shows 16 new Associates and 10 recent passes.

However, that's not the whole story. Just as some Matches don't result in Hatches, not all new Associates result in passes. Typical reasons are:

- Some people are unsuccessful at the Test, maybe through a momentary but significant lapse. We offer support to help them through a retest - three have done so this year, gaining a pass on their second attempt. I'm pleased to say that no-one this year has failed without subsequently passing their retest.
- Life events result in Associates moving away from our area before they can complete the course. Where possible, we arrange for them to join another Group in their new location. This was not possible in two instances this year, when they had to go abroad!
- There are those who simply can't face anything called a "Test" and/or want only to improve their road skills. We try our best to convince them that the Test is within their grasp. Nevertheless, they don't follow through as they are content with the coaching that they get from their Observers. In terms of Road Safety, I think that we should count these amongst our successes. In the longer term, I have hopes that IAM RoadSmart will introduce something that recognizes them as a "Confident and Competent driver", and welcomes them as long-term participants in safe driving initiatives. We are also investigating the



“Membership by Exemption” route for such drivers, which adopts a portfolio approach to attaining Advanced standard.

- A small number join the IAM RoadSmart course in the hope that signing up alone will improve their chances at an impending court appearance for traffic offences. Unfortunately for them, it probably won't – especially if they never see it through with some actual Observed Runs!
- A few think that reaching Test standard will be possible with just a few Observed Runs without the need to practise their skills in between. Sadly, they soon fall away when they realize the amount of time and effort that will be needed. Others have such busy schedules that there can be long gaps between Observed Runs. Consequently, much Observer time is spent at the beginning of each run revising topics previously covered rather than building new skills. Initial enthusiasm can easily wane – both for Associate and Observer. We have introduced a new committee role of Member Liaison to find out if we can help such Associates become more active.

Over the past year or so, Clint Childs, our Membership Secretary, has been revising the membership system to enable access by other committee members and capture more information about Associates' progress. This has made it easier to spot potential problems and offer earlier support to Associates. That work is reflected in the number of recent passes that have been achieved.

So, the short answer is “Time and demographics”. The longer answer is that this year's test results better reflect last year's new Associate figures, and NELE is doing its best to improve support for Associates through to Test and beyond; that effort seems to be paying dividends!

Paul Gillett

Observer Training

NELE currently has 7 active National Observers and 4 active Local Observers plus 4 Trainee Observers. We would love to have more, so....

If you are an Advanced Driver, why not take your journey up a gear and become an Observer through NELE? You'll go through a training programme which includes an on-road assessment with an IAM Assessor. Upon completion, you'll be awarded your Observer certificate which is a qualification recognised by the IMI. You will be fully supported by NELE as you work towards achieving the qualification.



Contact **Paul Gillett** for further details (*see page 31*).

Group Associates

A very warm welcome to the following NELE Group Associates.
We look forward to welcoming you to one of
our Group Nights (see page 3):

NAME	FROM
Mujtaba AHMADI	Waltham Cross
Dafin AZIZ	Ilford
Stela BRINZEANU	Walthamstow
Paula CORBETT	Waltham Cross
Paul FREDERICK	Plaistow
Ben GRUNBERGER-KIRSH	E7 ONU
Angela HUMPHREYS	Harlow
Saieed HUSSAIN	Northumberland Park
Thambaiyah KANNAN	Walthamstow
Ian McNICOL	Lower Clapton
Mary ORWELL-HANCOCK	Romford
Damien PIETKIEWICZ	Hornchurch
Simon PULLEYN	Stepney Green
Montserrat ROBINSON	Hornsey
Jamie RODWELL	Grays
Robert TROTTER	East Ham
Michael WARRE	Alexandra Park

Full Member Rejoins

Chris RODWELL	Grays
Jane THOMAS	Tower Hamlets



Having passed the IAM test, the above will find an IAM roundel windscreen sticker (left) with this copy of RoadWorthy. Attach to your car ... and drive with pride!

Congratulations—Recent Passes

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

NAME	OBSERVER	EXAMINER
Amran ALI	Paul Gillett	Colin Underwood
Saieed HUSSAIN	Paul Gillett	Paul Mostyn
Adnan IKRAM	Steve D'Ath	Duncan West
Peter KELLETT	Paul Gillett	Eamonn Desmond
Julian MANSER	John Baxter	Paul Mostyn
Yordan MANCHEV (F1rst)	Peter Jones	Duncan West
David POTTINGER (F1rst)	Graham Fennell	Duncan West
Jamie RODWELL (F1rst)	Paul Heasmer	Colin Underwood
Deborah STANFIELD	Paul Gillett	Duncan West
Mac RUSEK (F1rst)	Iain Wyness	Colin Underwood
Dee WIGG	Iain Wyness	Colin Underwood

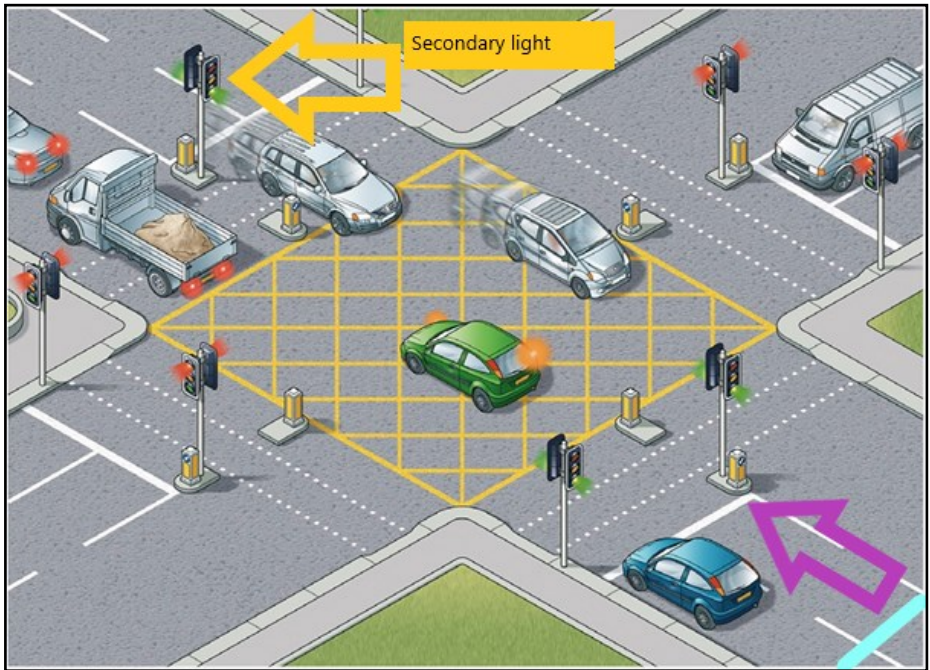
Have you seen the Amber Light?

(Some musings on Traffic Lights)

Paul Gillett, Chief Observer

As city-dwellers, NELE members see so many traffic lights that it's easy to become blasé about them. However, to deal with them effectively as Advanced drivers, it helps to have a little deeper understanding than the summary provided by the Highway Code.

That's not a bad starting-point, so let's revise what's said in that publication, starting with the layout of a typical junction:



I've made three additions to the Highway Code diagram: a blue line at bottom right; a purple arrow pointing to the stop line and a yellow arrow highlighting the secondary light. I'll refer to these later.

Let's now revise what the Highway Code says about the main lights in the ATS (Automated Traffic Signal) sequence.

Traffic Light Signals



RED means 'Stop'. Wait behind the stop line on the carriageway



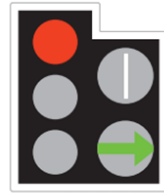
RED AND AMBER also means 'Stop'. Do not pass through or start until GREEN shows



GREEN means you may go on if the way is clear. Take special care if you intend to turn left or right and give way to pedestrians who are crossing



AMBER means 'Stop' at the stop line. You may go on only if the AMBER appears after you have crossed the stop line or are so close to it that to pull up might cause an accident



A GREEN ARROW may be provided in addition to the full green signal if movement in a certain direction is allowed before or after the full green phase. If the way is clear you may go but only in the direction shown by the arrow. You may do this whatever other lights may be showing. White light signals may be provided for trams

Let's now consider each phase in a little more detail.

Red Lights

RED means more than just "Stop". The law states that no part of your vehicle must cross the white STOP line when the red light is showing. So not braking in time, such that the front of your car's bonnet crosses the white line on red is illegal, as is failing to react to the amber light, such that the tail end of your vehicle crosses the white line on red.

Note, however, that the lights could turn red after the whole of your vehicle is beyond the white line (such as when you're waiting to turn right or for a yellow box junction to clear). Looking back to the first diagram of this article, you'll see that a car could be waiting beyond the white line in the gap beyond my purple arrow but before the yellow box. If the junction were to clear but the lights had changed to red, the driver would not be committing a red light offence if they decided to proceed – but you might decide that continuing to wait contributes better to the traffic flow.

One other important aspect of the law is that if you brake such that your vehicle has started to cross the white line on amber but comes to a halt before amber changes to red, you have not committed an offence as long as the vehicle then remains stationary until the green phase. Poor judgement to have got into that situation, perhaps, but not an offence.

Red and Amber

Since the red light is still showing, you may not move off on red and amber (unless you had stopped a fair distance back from the white line). You can select your gear or carry out any other procedure that restarts your engine if our car has auto-start, but you must not actually start moving. In UK, the standard Red and Amber phase lasts for two seconds. Many other countries manage without a red and amber phase; as far as I can see, its only purpose is to prepared the impatient driver behind us for sounding their horns the instant the green light shows. Don't let them bully you – it's not your fault that their vehicle was not equipped with a supply of patience!

Green

In the past the guidance was that you could "proceed with caution", which is perhaps a better phrase than "You may go on if the way is clear", since it reminds us to watch out for "Amber gamblers" coming through from the side even though the lights are against them. At least the latest text reminds us about taking extra care for pedestrians when turning left or right, although it doesn't mention cyclists coming from behind in a cycle lane to our left. Without debating the rights and wrongs, no-one sets out to hurt such riders, so as Advanced drivers, we should exercise that little extra bit of caution.

Advanced drivers look well ahead to see how long ago distant traffic lights turned to green. "Stale" traffic lights are more likely to turn amber at junctions; lights at pedestrian crossings (which can be identified by zig-zag markings on the road) are more likely to change if a pedestrian has pushed the button. Lights changing from green should never be one of those "and suddenly..." situations, so look well ahead and prepare.

Amber lights

Possibly the most overlooked components in the whole sequence are Amber lights, but without them, traffic lights would be absolutely unworkable.

Remember that it's an offence for any part of your vehicle to cross the stop line when a red light is showing. Now imagine there are no amber lights in the sequence. The light is green as you approach. At what speed could you travel such that you could stop if it suddenly changed from green to red? 30mph? 20mph? 1mph? 1 cm per hour? The simple fact is that without Amber, you and your car simply couldn't react fast enough to stop instantly. That's what's important about Amber – it gives a margin within which to exercise our judgement as to whether to keep going or stop.

In UK, the standard time for an Amber phase is 3 seconds, no matter what the speed limit of the road.

So how should an Advanced driver approach a green light, taking account of the likelihood of it changing to amber? If you look back at the first diagram of this article, you'll see that I've drawn a blue line in the bottom right corner. That is your decision point. This imaginary line should be about 1½ seconds back from the Stop line, such that you could, if necessary, comfortably stop before the white line, taking account of circumstances such as a wet road surface or following traffic. Thinking IPSCA, we'll have taken into account the **Information** that we've gathered, got our approach **Position** right and selected the appropriate **Gear** (or Auto mode). If the lights change to amber before reaching that imaginary line, we can calmly stop. However, if they change after crossing that line, we will continue with sufficient **Acceleration** to maintain speed since we should have at least a further 1½ seconds of amber before the lights change to red.

How do we know that our judgement was correct? That's where the final annotation to the first diagram comes into it. You'll see that I've drawn attention to the Secondary light – an extra set of traffic lights on the far side of the junction, repeating what the main lights are showing. If that light is still amber when you pass it, your judgement was good. If it changes to red whilst you're crossing the white line, your decision point was seriously flawed, and you could be at risk of prosecution. If it turns red when you're halfway across the junction. Your judgement was OK and you're still legal, but it was a bit tight and could have been better – refine your stop-go point for future sets of lights.

By building a decision line into your driving plan, you should eliminate those worrying late and indecisive brake/accelerate/brake sequences that worry your passengers (especially if they're Observers) and make the negotiation of traffic lights safe and smooth.

FROM A CLERGYMAN!

An article that appeared to "The Motor" on 12th August 1903

A Member of Parliament has received the following extraordinary communication from the Vicar of Hurley, Berks :— "It is my full intention to decline in future to vote for any candidate for Parliament unless he pledges himself to go in for the total abolition of all motors.

There is no language of any sort half strong enough to express my detestation of these damnable engines of Satan."

Here's a copy of an article that appeared in the press, both on- and off-line, last month. Huge congratulations to Jamie on his amazing success, and well done also to National Observer Paul Heasmer.

JAMIE'S DRIVE TO EXCELLENCE



Not content on passing his driving theory test the day after his 17th birthday and his driving test just two months later, 17-year-old Jamie Rodwell from Grays, an IT student at South Essex College of Further & Higher Education, went on to pass the IAM RoadSmart's advanced driving test with flying colours on 9th October. In doing so Jamie achieved a **F1RST**, the highest rating achievable, which means he demonstrated no faults in his driving in any area.

"I heard about the course from my dad who is a member of the North East London & Essex (NELE) IAM RoadSmart Group and I was really up for the challenge." said Jamie. "I thought the course would help me in my career aspirations and keep the cost of insurance down. After six runs with NELE Group's National Observer, Paul Heasmer, my driving was independently assessed as 'excellent.' This gave me the confidence to proceed to take the test." Jamie went on to take the gruelling 90-minute test under the watchful eye of IAM Examiner Colin Underwood.

"Through better driving, I am now getting sixty miles to the gallon – up from forty-five. I have also learnt to be more observant, and I plan my drive and control the car better."

"Right from the outset, everyone at IAM RoadSmart and the NELE Group have been so welcoming. I have met some of the kindest, most passionate, and most enthusiastic people ever. I cannot thank them enough."

After passing his test, Jamie had another piece of good news when NELE Group refunded him 50% of the cost of the course – something that NELE does for all under 26-year-olds when they pass their test. "The course, course materials and test came to £175 in total, so - when compared with the high cost of driving lessons - I felt it was a no brainer. It was a bonus to receive the refund."





Paul Heasmer (left) said; "A standard advanced driving test pass is a superb achievement, but it is exceptional for a driver to demonstrate driving ability worthy of a F1RST at such a young age. We believe he is also the youngest driver to demonstrate such skills that the NELE Group Advanced Motorists has had in the 60 years of its existence. He is an inspirational young man."

IAM RoadSmart is the UK's largest road safety charity. It has a vision of a society where all road users can safely and sustainably use the public highways together. It does this through a range of means including delivering the advanced driving and riding courses.

IAM RoadSmart formed in March 1956 and has over 77,000 members who support its campaigns on road safety. At any one time there are over 7,000 drivers and riders actively engaged with IAM RoadSmart's courses.

NELE Group Advanced Motorists formed the following year.

All in the life of an Observer

By National Observer, John Saffer

As an Observer with over twelve years of experience, I have experienced a few challenges with some of my GA's.

One of my earliest recollections was of a young man from Forest Gate, E7, who I'll call Farid. Farid turned up for his first session a half hour late with the news that his car wasn't available at the right time. When I asked him what he meant, he explained that he had booked a ZIP car and it had arrived at the parking spot a bit later than he'd booked. This meant that he didn't have a full two hour slot for our drive - in fact only an hour.

It transpired that he'd never driven that particular before and wasn't sure of its controls or handling. On top of that, he had not read any of the course material available at that time and didn't realise he needed to brush up on his Highway Code. As a result, the session was not very productive.

I did mention to Farid that he really needs to have a car of his own so he can practice between observed drives. He lived at home with his parents but they wouldn't let him drive their car!

Two weeks later he phoned me to say he had to cancel our drive because he had messed up his ZIP car booking having arranged it for 10.00 pm instead of 10.00 am. This meant that he had wasted his hire fee. I pointed out that until he got his own car, he really should defer the whole course. Needless to

say, I'm still waiting to hear from Farid about his own car.

Shaun was an interesting young man who found out that his gear changes really needed a lot of practice to become smooth.

Unfortunately, his mother's 12 year old Ford Fiesta needed some serious work done on it despite having had an MOT pass a week before our drive. I realised we were going to have problems when ten minutes into his drive, the gear lever came out in his hand. Fortunately we were able to pull in safely to fix it back into position.

Shaun had to cancel a couple of rides over the next three months because he'd had accidents which resulted in the car needing to be repaired but we had a decent session eventually resulting in him going for the Advanced Test. His test was eventful he exited the car park where he met his examiner and then steered directly into the kerb causing quite a bump. Forgetting he was in a 30mph he shot off at 40mph... he wasn't surprised to get failed.

Before he retook the test three months later he had another "bump" but thankfully with the car repaired and "having given himself a good talking to" he passed.

Another of my Associates was suffering from target fixation when we were approaching Epping from Epping Green when we were coming to a 90 degree left hand bend. He seemed to go into a trance and I was warning him very vocally that he had to brake hard to avoid going straight into the chevrons facing us. Needless to say we discussed this immediately afterwards and he decided to restart the course some time later. He did pass eventually.

I've got nothing against regular DSA driving instructors but the first one I was allocated to coach had an interesting background that mentioned he drove over 15,000 miles a year. I found out with this particular gentleman actually spent most of his driving as a passenger.

He had trouble recounting some straightforward Highway Code rules and had difficulty in understanding what advisory signs were compared to mandatory ones...anyway he never turned up for a second session so I don't know how much I could have helped him.

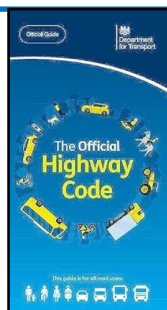
Such is life, we see all types in the IAM.

The Highway Code

The Highway Code remains essential reading for all road users, and can be found on the gov.uk website:

www.gov.uk/guidance/the-highway-code

(updated 17/09/23)

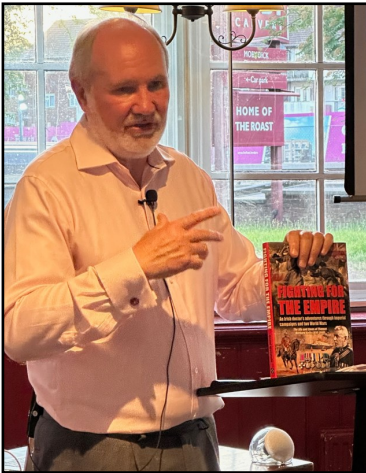


Group Nights (June — October)

Group Night presentations are video recorded whenever possible for the benefit of those unable to attend and can be found on the right of the “Events” page of our website: www.neleiam.co.uk/zoom-meeting-videos.

June - Operation Aerial—Churchill’s Second Miracle of Deliverance”

Journalist and author David Worsfold



Dunkirk resonates through British history. The “miracle of deliverance”, as Prime Minister Winston Churchill described the evacuation of nearly 340,000 troops from the small Channel port, in most people’s minds marks the end of British involvement in France in 1940.

Dunkirk fell to the advancing German forces on 4 June 1940 but tens of thousands of troops and British civilians were still in France. By the end of June a further 220,000 had been brought back to England.

The story of that second miracle has never been fully told. There are military history books dealing with the fate of the British Expeditionary Force in France after Dunkirk, especially the encirclement and capture of the Highland Division at Saint Valery-en-Caux.

This was only part of the story, however.

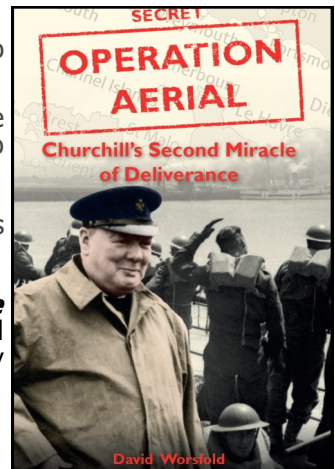
David’s presentation was detailed and powerful and for those interested in history, please do watch the video on our website.

There are many personal stories that bring the final retreat from France in June 1940 vividly to life. Now it is time those stories were told.

David kindly stayed on board to sign copies of his book at the end of the evening.

Operation Aerial: Churchill’s Second Miracle of Deliverance is now available as an illustrated paperback, priced £15.99. Available from any good bookshop. ISBN 978-1-78122-024-5.

It is also available on [Amazon](https://www.amazon.co.uk).



The Middle Pages

GRAHAM'S QUICK QUIZ: (Answers on page 24)

1. What Nuts are traditionally used when making Pesto?
2. When was the first Parking Meter installed in London. Was it in 1950, 1954 or 1958?
3. What is the Capital of New Zealand?
4. Who is the only British Prime Minister to have been assassinated whilst in office?
5. What are the 5 Official Colours of the Olympic Rings?
6. What is unique about Battersea Power Station on the TfL Northern Line?
7. When was the Gunpowder Plot foiled?
8. Which female artist has had the most UK No. 1 hits?
9. What is the highest speed someone has been convicted of driving on UK roads?
10. Who painted The Laughing Cavalier in 1624?



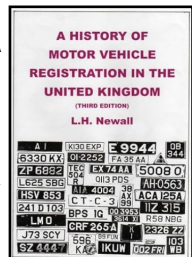
Congratulations to NELE member Sylvia (left) who decided the time was right to make an honest man of her longstanding partner Roger. They finally took the plunge in June.

Sylvia looked stunning in her middle eastern-themed outfit tying the knot in June. A number of her NELE colleagues were invited to join in the celebrations who were a little too reserved to take part in the belly dancing but were totally dazzled by it!

Huge congratulations to Roger and the new Mrs. Reeves.

On 13th February, our speaker will be David Newall who will talk about the work of his father Les—author of 'A History of Motor Vehicle Registration in the UK' (updated 2008), and which was edited by our very own John Harrison.

Les spent a lifetime researching the history of the UK registration system and the book is the product of his research—the story of the development of 'ordinary' registration marks from their introduction in 1903. It also gives detailed information about trade plates, diplomatic marks, military registrations and the unique British cherished number system. A large part of the book is taken up with a council-by-council survey which includes dates of issue of all known pre-1963 two-letter and three-letter marks. In addition to the occasional illustrations in Les' original text, the book features eight pages of photographs and a new chapter explaining how the current registration system introduced in 2001 actually worked out in practice.



Lynne's Luscious Lemon Drizzle Cake



Anyone who has attended one of our recent Group Nights may have been fortunate enough to try a slice of NELE Member Lynne's rather gorgeous lemon drizzle cake with their tea. It's become so popular that Lynne was asked to share the recipe which she has very kindly agreed to do.

It can be easily adapted to make a marble, fruit or coffee cake.

6 oz. margarine
5 oz. caster sugar
6 oz. self-raising flour
2 eggs
Lemon extract

Method

Pre-heat oven gas mark 4 (180° C)

Line or grease loaf tin

Mix the margarine and sugar, beat well. Add eggs - alternating with flour to stop it curdling - plus ½ teaspoon lemon extract. (A few drops of Jif lemon may be added for a more intense lemon flavour.)

Put mixture in loaf tin, levelling it off and bake in the oven for 50 – 55 mins.

Place tin on wire rack and allow to cool.

When cool enough to handle, remove from tin, leave in lining paper.

When cold, drizzle icing sugar mixed with lemon extract (a drop or two) or Jif lemon juice to decorate.



Update on Richard Webb and Beau—Guide Dogs for the Blind

You may remember Guide Dogs volunteer Richard Webb, who gave a presentation to NELE at the January Group Meeting. He brought with him his foster puppy, Beau. Beau was apparently one of a few puppies bred to be a Guide Dog but who didn't pass the training and we learnt that Beau was about to be rehomed with a family who needed support so that all his training hadn't been in vain.



I was in Sainsburys a short while ago when I spotted a Guide Dog in training patiently watching his owner choose the right cheese and then realised that he—or rather she—was with Richard. I couldn't resist the opportunity to get an update from him. I just had to catch up on his news, and he told me the dog accompanying him was a Golden Retriever called Wendy. Rather like Beau, she is also destined to be a Buddy dog as she is too easily distracted by cats!



Richard went on to tell me that one of the dogs he had last year, a Golden Retriever cross called Webb led to Richard being invited to an Event at the House of Commons to promote education for the 40,000 children and young adults in the UK with sight problems.

A professional photographer was on hand to take the official photos and photos were taken with individual MPs. Webb had apparently been sitting smartly to attention throughout the day but by the end of a long session he decided he really had to chill out when photographed alongside Richard and one MP. Maybe another Buddy in the making too, although still such an important role.



ViewPoint – Richard Gladman, IAM RoadSmart's Chief Executive

Below is an extract of an article from the summer RoadSmart magazine written by IAM RoadSmart's Chief Examiner, Richard Gladman. Richard will be joining us in person at our March meeting (see page 3) and it would be great to see as many Members, Associates and Observers as possible.

"As Chief Examiner, I am immensely proud of what our members – and especially our Observers – do daily, because our behaviour on the road does make a difference. Advanced driving is a mindset and, when shown correctly, is a positive influence on other road users."

"Help us to encourage more young drivers into IAM RoadSmart."

In recent years, more IAM RoadSmart members have stayed involved with the organisation after passing their test and, through local Groups, go on to become involved in Observing and passing on their

skills. It's these efforts that can make a real difference to road safety. That's the people power behind IAM RoadSmart. But I want to tap into your collective brainpower to make the good work we do go further.

Put simply, we need our organisation -or at least the influence it exerts on everyday driving behaviour – to grow. Currently, IAM RoadSmart members only make up a very small proportion of licence holders in the UK, and when we are spread so thinly, our influence is watered down. How can we get our family, friends and acquaintances interested in IAM RoadSmart? We all emphasise the safety message, of course, but are we selling short the pleasure that Advanced driving can bring?

When I visit our Groups, I am always amazed by the passion displayed for what we do, but I don't see enough members who are younger than me. It's even rarer that I see members from younger generations – yet as interviews with 27-year-old Ryan and 22-year-old Ben show, our younger members are some of the most passionate, committed and knowledgeable advocates that you could imagine. How do we bridge the generation gap and bring more young drivers in?

"When I visit our Groups I am always amazed by the passion displayed for what we do, but I don't see enough members who are younger than me."

What can I do from IAM RoadSmart HQ to influence this and what can we do as a collective? Is it time for a different structure to the organization where involvement does not depend on an Advanced test perhaps? After all, when I ask people which they think is more important – the training or the test – the answer is always the training. Could we be scaring away people who would like to be involved? What about having members committed to making the roads safer, and driving more enjoyable, but who have no aspiration to be 'Advanced'?

We have supporters who help with Groups or events who can't be members. Is that right, or should we be embracing their support and valuing their involvement? It may be that, by nurturing the initial involvement with us, we can encourage supporters to achieve an Advanced qualification – but if they are supporters, should we be casting them adrift if an Advanced qualification is not their aim?

I have posed lots of questions, so if you have any answers, please email them to Richard c/o roadsmart@iam.org.

We need to get this right—and who better to know how than the very people that share my passion for IAM RoadSmart?"

July—Quiz & Summer Social with Graham Fennell



We were so delighted when NELE Observer Graham kindly volunteered to organise a Quiz Night, and we have to say it really was quite a success! I think Graham has done this before! In fact, Graham has now been set the task of organizing a seasonal one for us in January; the first Group Night in our new home at Theydon Bois.

Due to the nature of Quiz Nights, we were unable to “zoom” the event to those who were unable to make it.



Two or three members have asked for the questions—some of which were quite “challenging”—and so these are reproduced here along with the answers which you will find on page 30.

Winners of the evening were Peter Rowles’s team. I hope those chocolates made it home, otherwise you are all in trouble! Thanks for a great evening Graham.

Some members who were unable to attend this particular Group Night have asked for the questions to be replicated here. These will keep you quiet over Christmas! (Answers on page 30.)

Round 1, General Knowledge (All answers will be a number)

1. How many bones are there in the normal adult human body?
2. How many gifts, in total, are given in the Carol – The 12 days of Christmas ?
3. What are the numbers on a standard dart board at 12 o'clock, 3 o'clock, 6 o'clock and 9 o'clock?
4. What number do you get if you add the years in which the following battles occurred:
The Battle of Trafalgar 31st October 1805 + The Battle of Waterloo 18th June 1815?
5. Ignoring the number 1, what is the sixth Prime Number?
6. How many rooms are there in Buckingham Palace?
7. How deep is the Mariana Trench, the deepest part of the Ocean, in feet or metres?
8. In what year was the Sound of Music film released?
9. In the bible, how many Plagues of Egypt were there?
10. How many yards are there in a chain?

Round 2, History

1. Who was the Hundred Years War between?
2. What are the full Christian Names of King Charles III?
3. In what year was Queen Victoria born?
4. Which of Shakespeare's Sonnets starts with "Shall I compare thee to a Summer's Day"? Is it Sonnet number 16, 17, 18 or 19?
5. Which Queen had the shortest reign of Henry VIII's six wives?
6. Who was the first human to journey into space?
7. What was Mary Anning (1799–1847) famous for?
8. Where was Napoleon Bonaparte born?
9. Where were Charles I's headquarters during the Civil War?
10. What was Eleanor Roosevelt's maiden name?

Round 3, Geography

1. Which country has the longest coastline in the world?
2. What is the oldest recorded town in the UK?
3. What is the highest mountain in Britain?
4. There are three US states with just four letters in their name: can you name them?
5. What is the capital of Canada?
6. How many states are there in Australia?
7. In which city would you find La Sagrada Familia?
8. What is the largest desert in the world?
9. Which planet is Earth's closest neighbour?
10. Which three countries does Mexico share a land border with?

Round 4, Sport

1. Which female tennis player has won the highest number of Grand Slams?
2. What sport has been played by Eve Muirhead and David Murdoch?
3. Frankie Dettori won seven races out of seven races at which UK horse racing course in 1995?
4. In which sport do teams compete to win the Stanley Cup?
5. Did Team GB win more medals in total at London 2012 or Rio 2016?
6. Jessica Ennis-Hill competed for Great Britain in which sport?
7. Which sport involves tucks and pikes?
8. In Boxing, which of these would be the lightest classification. Bantamweight, Featherweight, Flyweight or Super Flyweight?
9. Who holds the Land Speed Record?
10. In which year did Roger Federer win his first Wimbledon title?

Round 5, Motoring & Motor Sport

1. Between what hours must you not use your horn when driving in a built-up area, except when another road user poses a danger?
2. The 4 Rings on the Audi badge represent the names of the 4 companies that joined together to form Auto Union AG. What were the names of these companies?
3. What tracks in the UK have, since 1950, have been the venue for rounds of the Formula One Grand Prix seasons?
4. What is the Typical Stopping Distance for a car at 50 mph?
5. What are the Christian Names of Mr Rolls and Mr Royce?
6. Why was 3rd September 1967 a significant day in Sweden for all motorists?
7. According to Guinness World Records, the motorcycle with the most cylinders is a custom-built Kawasaki motorcycle. How many cylinders does it have?
8. What 3 birds are also pedestrian crossings?
9. Stirling Moss raced in 529 competitive events. How many did he win? Was it 172, 192, 212 or 232?
10. Which of the following has won the most Formula 1 Constructors Titles. – Lotus, McLaren, Mercedes, Red Bull or Williams?

Did you know?

Rear seat belts weren't compulsory to use in the UK until 1991.

The first compulsory front seat belt law was in Australia, introduced in 1970, and it wasn't until 31st January 1983 that the UK made wearing a front seat belt law.

End of an Era—Derek Leggetter



Derek facilitating at a recent Group Night

After over 25 years of service, Derek Leggetter finally stood down from the committee in the summer.

His IAM membership dates from October 1996. His enthusiasm was quickly recognised by NELE and he joined the Committee the following year. Two years later, he took on the role of Vice Chair holding that position for eight years. In 2005, he progressed to the post of Chair and remained in that post until 2016.

In his role as Chair, Derek continued to document the history of NELE and took on the role as its official archivist. He was awarded the efficiency Cup (the Walsh Cup) in 1999. This is awarded to the person who, in the opinion of the Chair and Secretary at the time, has contributed most to the group during the year.

His service was acknowledged by a presentation of a special award by Sarah Sillars the then IAM Chief Executive. This acknowledged Derek as having been the much respected and longest serving Chairman.

Even this, Derek remained on the committee, where his many years of experience continued to inform discussion.

However, Derek's ardour for safer roads went far beyond his NELE activities. He also served for many years as a magistrate, and devoted much effort to providing enlightenment on roads and driving issues to fellow members of the Magistrates' Association. Nor was he slow to bring road safety matters to wider audiences, contributing to Government consultations and being quoted by a wide range of newspapers as an IAM representative.

Less visibly, Derek made sure that others' contributions to the Group were duly rewarded, such as the provision of tokens of appreciation for their efforts – "doing good by stealth".

Although he has now left the committee, we're pleased to say that Derek continues to be an active NELE member, not only attending social meetings but leading the occasional event not only for NELE but also for neighbouring Groups. One example was his recent social evening (right) spent reconstructing accident scenarios with the aid of Dinky toys – both fascinating and entertaining.



Many thanks to Derek for over a quarter of a century of well-channelled enthusiasm!

Winter Driving

by Derek Leggetter

Once again winter is on its way and as advanced drivers, are we ready?

The most important thing in the vehicle is of course the driver.

- Is our eye sight good and when did we last have our eyes tested. Was it by the driving examiner when taking our test?
- It is down to our own self-assessment whether we are fit to drive.

What should you carry in your vehicle?

- Extra clothing for keeping you warm, high-viz-jacket and remember you may be carrying a passenger, and they may have to get out of the vehicle. Don't forget the new type of fluorescent jackets must also have fluorescent full length sleeves. It is said that if you have to get out of your vehicle on the motorway and sit on the embankment the temperature is about 3 degrees lower.
- A good idea is to have a pair of sun glasses because some problems arise when coming out of a junction and wanting to turn right and the sun is low, and after the collision you hear, *"I did not see him because of the sun!"*
- Do you need to have something to eat or drink in your vehicle?
- You will, of course, have your mobile phone, but how embarrassing if the battery is flat.
- Do you have a wire to charge the battery from your vehicle?
- Don't forget the torch as many roads do not have lighting. Many of these items you will be carrying around all year as the norm.
- Some drivers carry other equipment to help get them out of trouble if they skid off the road. Shovels and/or snow chains. Be very careful if you use snow chains because if not fitted correctly they can cause a lot of damage. Some people carry snow socks which are very effective. As the name implies, they are only for snow and should be removed if driving on ice.

Did you know?

Compulsory testing for driving licences was brought in on 1st June 1935 for all drivers and riders who started driving on or after 1st April 1934!

REMEMBER! When a road crash involves a death, the scene is classified as a murder scene and the Police must close the road down to gather evidence. This will cause long delays in getting the traffic moving.

Your vehicle

- One of the main causes of breakdowns is running out of fuel. Don't let that be you.
- Your windscreen - is it clean and are your wiper blades in good condition? When did you last change your wiper blades? Don't forget they have been working all through the year in dirty dusty conditions, the blades may be worn, you will want good vision when overtaking an LGV.
- What about the w/screen washers? Make sure that they are working and filled up with correct fluid. Have you tested all your lights? Don't rely on the fact that they were working on the last service.
- Are the tyres in a good condition and do they have a good tread depth? Yes we all know the legal depth is 1.6mm but the recommended safe limit is 3mm. (***Would you go walking on snow with smoothed soled shoes?***)

Driving

- Now we come to your expertise. Driving on snow and ice is a challenge.
- Can you see through your windscreen? Should you try continue?
- Are your wipers coping with the amount of snow? Only you can make the decision to continue. Once you start driving in the snow you have many hazards to contend with.
- Is the snow drifting? If yes, expect to find other vehicles stuck in the snow.
- Some people will recommend that you get into a higher or lower gear. Your main aim is to keep traction between your vehicle and the road.
- You should keep straight line driving as possible, avoiding any sharp turns.
- Do not try to speed up, and if starting to skid, off the pedals, and try to get traction back.
- When descending down a hill, get in low gear and try to keep your vehicle at a walking pace.

Flooding

- We have all seen this recently, you have to ask yourself is it safe to drive through, remembering you cannot see what is under the water, big pot holes, or if drain covers are missing.
- If you do decide to drive through the water, do not stop.
- Don't forget to try your brakes when you are through the water.
- The depth of water should not be up to the height of your exhaust.

September Group Night—Digital Forensics

Chris Truran



Chris joined the Metropolitan Police on 6th March 1975. He trained as a Scenes of Crimes Officer (SOCO), working in central, north and north west London.

During his 38½ years he examined over 25,000 crime scenes ranging from Shop-lifting to Murder. When he started examining crime scenes, DNA was in its embryonic stage.

Chris's presentation covered the use of CCTV to catch criminals, the capture of an internet child pornographer and various scam calls from criminals which led to much discussion amongst members present. We learnt how triangulating the position of suspects using their mobile phones had placed Huntley at the scene of the crime. In addition, Chris went through CCTV footage that caught the killer of Sarah Everard, hacking and how data is harvested.

Paul Robbins



Members may remember historian and author Paul Robbins who presented to us a talk in May entitled "You've Never Had it so Good". We had been hoping to hear further from Paul in November, but have learnt from his daughter Charlotte that he has had a stroke and is now recovering at home.

I feel sure you would join me in wishing Paul a speedy recovery and look forward to hearing from him in the near future.

Did you know?

1,152 fewer road deaths were recorded in the first year (1968) that a breathalyser was introduced into the UK.

Answers to GRAHAM'S QUICK QUIZ from page 15

1. Pine Nuts
2. 1958 - (10th July 1958 – Outside the American Embassy in Grosvenor Square)
3. Wellington
4. Spencer Perceval – on 11th May 1812
5. Blue, Yellow, Black, Green, Red
6. It is the only Underground Station to have STATION in its name.
7. 5th November 1605
8. Madonna – with 13
9. 189mph – Adam Campion in 2018 on a stolen motorbike
10. Frans Hals

October Group Night —Essex & Herts Air Ambulance Trust (EHAAT) with Peter Hennessey

Our October meeting was via Zoom only as the Moby Dick was unavailable, and Peter Hennessey, a volunteer with EHAAT for more than 14 years, kindly stepped in for us.



You will find a video recording of Peter’s presentation under the Events tab of the NELE website and it is well worth watching.

There are so many ways in which you can ensure that EHAAT can be there for people when the worst happens. The money is used to keep their helicopters flying, providing advanced pre-hospital emergency medical care to the people of Essex, Hertfordshire and the surrounding area. It is not part of the NHS, receiving limited government funding but no access to National Lottery funding.

Peter highlighted that it costs in excess of £750,000 every month to remain operational so every gift makes a meaningful difference. Whether a donation, playing the Flight for Life Lottery or donating in memory of a loved one, more information can be found at www.ehaat.org

Following the last presentation that EHAAT made to NELE two years ago, I signed up to the lottery which costs from of £1 per month—paid monthly. And I was pleased to win a small prize the following year.

However, NELE observer Steve D’Ath was even more fortunate having signed up for the Flight for Life Lottery on a chance meeting with EHAAT volunteers standing outside B&Q in Colchester. He had quite forgotten about it until he got a call a few weeks later and the day before New Year’s Day—also just after a roll over—and learnt that he had won £7,500.

The next day and every time someone wished him a Happy New Year, he was able to respond “Yes. It is!” Steve, being Steve, generously donated £1,000 back to the charity and took the family out for a big family dinner. So there can be big winners—and it really could be YOU!



Jaywick and more

by John Harrison

Author's note. *"In this article I refer to various car makes and models. Some are long-defunct and not everyone will be familiar with them nevertheless, I trust people will get the gist of this article, even if they do not recognise all the names."*

Jaywick (also referred to as Jaywick Sands) might seem a strange place to have on one's bucket list, but I recently had the chance to visit there and take it off my list. It is located on the Essex Coast, two miles



east of Clacton. There were two reasons for me wanting to visit it. Firstly, as a town planner I have an interest in plotland. Between the wars agricultural land was cheap and some entrepreneurs capitalised on this, buying up such land and selling it as plots which individuals could buy and erect holiday homes. These were generally cheaply constructed using materials such as timber or corrugated iron and some utilised old railway carriages. Plotlands did not have appropriate infrastructure such as properly constructed roads, sewerage and water supply. One of the reasons for passing the Town and Country Planning Act in 1947 was to prevent further plotland development taking place and many were subsequently redeveloped, e.g. a major factor in Basildon being designated a new town was to remove the plotland development in the area. Jaywick was a classic example of a plotland development. Secondly, Jaywick has a motoring connection.



(Left): View along Brooklands – though this is the seafront road, it is not really a promenade.

The site of Jaywick comprised fields and salt marshes unsuitable for agriculture which were purchased by entrepreneur Frank Stedman to develop a holiday resort in 1928. It was intended to appeal to motorists and the road names chosen reflected this. The road along the seafront ("promenade" would not be an appropriate description for this) is Brooklands, named after the motor racing circuit. The avenues off it bear names of car makes of the day; Lincoln, Napier, Buick, Lanchester, Daimler, Standard, Rover, Singer, Crossley, Triumph, Fiat, Vauxhall, Essex, Riley, Humber, Alvis, Austin, Bentley, Morris,

Hillman, Sunbeam, Wolseley, Talbot and Swift. Most are British, the exceptions being Lincoln, Buick, Essex and Fiat. Ford might seem a somewhat surprising omission, but the Dagenham Ford plant did not open until 1931. The original part of the estate is said to be laid out in the shape of a car radiator grille, but to me it appears to be the shape of one of a post-war car, not a pre-war one.

Some readers may have seen the 2015 Channel 5 "Jaywick – Benefits by the Sea" series of programmes. The fates have not been kind to Jaywick. Though built as holiday accommodation, the postwar housing shortage resulted in many houses being permanently occupied. The houses are not particularly suitable for



that purpose being poorly insulated, of small size and with small gardens. It was badly affected by the North Sea floods in 1953 with 35 people losing their lives and 600 people having to await rescue on their roofs or balconies. The closure of the nearby Clacton Butlins Holiday Camp in 1983 resulted in employment opportunities becoming very limited and the area became one of the most deprived ones in the country. When we visited it was clear the area does have a rundown appearance with abandoned houses and vacant plots. I had anticipated possibly being disappointed in visiting Jaywick. Though it cannot be described as "scenic", I am glad I have been able to visit it.

Unsurprisingly, the authorities have tried to regenerate the area. A mains sewer system was constructed in 1977 and the roads have now been paved, but they are too narrow to have "proper" pavements. Other developments have taken place to improve the area, but sometimes the work of a planner isn't easy and it will take a lot of effort to revive it.

There are other places with roads named after car makes. There is a Leyland Road in Tamworth with the following roads off it going along the road in alphabetical order (note there is no "suffix" such as "Avenue", "Crescent" or "Road" to these names); Allard, Belsize, Cowley, Dennis, Healey, Hillman, Jensen, Jowett, Lagonda, Lotus, Napier, Riley, Sunbeam, Swift, Talbot, Triumph, Trojan, Wolseley and Wyvern. This seems to be a 1960s development, so one wonders why the names of some long-defunct car manufacturers were chosen. Reliant (the makers of three-wheeled cars and some sportscars such as the Scimitar) were manufactured in Tamworth, though there seems to be no connection between this estate and the Reliant Company, **but** the site of the Reliant factory was also developed for housing. The development was known as Scimitar Park and it comprised three roads, Fox Close, Regal Close and Robin Close; all named after Reliant models.

Continuing the theme; in Halewood, Liverpool there are an Anglia Way and Escort Close, in Luton a Cavalier Close, in Canley and in Longbridge an Austin Rise. Coventry was, of course, Britain's motor town and that has spawned

quite a few car-related road names and similar; Alvis Retail Park, Daimler Road and Daimler Green, Ferguson Close (well that was actually a tractor manufacturer – Ferguson Close is on the site of the original factory), Humber Avenue and Humber Road, Jaguar Close, Lanchester Close, Riley Square, Singer Close, Sunbeam Way (though Sunbeams were built in Wolverhampton, not Coventry) and Triumph Close. Most of these are “commemorative”, referring to discontinued manufacturers, but Daimler Road, Humber Avenue, Lanchester Close, Singer Close and Triumph Close were contemporary with the relevant firms. Coventry Business Park, built on the site of the Standard-Triumph factory at Canley boasts roads named after Standard-Triumph models; Dolomite Avenue, Herald Avenue, Renown Avenue, Spitfire Close, Toledo Close and Vanguard Avenue. Incidentally, I happened to study at Lanchester Polytechnic which confusingly was named after a car manufacturer not a place, but that is now Coventry University. Thinking of students, one hall of residence in Coventry is Singer Hall, on the site of the former Singer factory.

Finally, in Ingleburn, Sydney, Australia there is the Cars Estate. In the late 1970s Campbeltown Council chose famous names associated with the automobile industry as its theme for street naming. Makes chosen include Maserati, Sunbeam, Lagonda, Bugatti, Peugeot. Vauxhall, Packard, Morris, Sunbeam and Lancia. One disadvantage of living in Ford Place is Ford fans keep taking the street signs and it takes the Council some time to replace them.

Improve your parking with IAM RoadSmart

Being able to park well is an essential part of being a responsible and confident driver. However, selecting the most suitable car park and parking bay, interpreting road signs and road markings, and knowing the Highway Code when manoeuvring can be daunting for many drivers.

So IAM RoadSmart published the following handy tips earlier this month to help you to park like a true professional.

IAM RoadSmart’s Policy and Standards Director, Nicholas Lyes, said:

“Even in this age of parking assist technology, the fundamentals of parking remain the same – always check location, space, and those around you. And of course, don’t park in an anti-social manner that blocks access for other road users.”

Can I park here?

Before choosing a spot make sure it’s safe and legal to park there. You can usually tell by the road markings and road signs. Can you get in and out of the parking space easily and confidently? If you must drive in, take extra care when reversing out. When parallel parking, ensure that you choose a space that is large enough for you to manoeuvre into and out of again. One and one-half times your vehicle length should be enough. Adjusting your nearside mirror downwards will help you check the kerb - just remember to adjust it back again.

Concentration

Firstly, avoid any distractions. Turn the music down, don't get distracted by the tech. in your vehicle and don't be tempted to fiddle with your 'phone. Doing these things mean you're more likely to hear other vehicles and pedestrians, including children who could be running around the area where you are trying to park.

Take your time

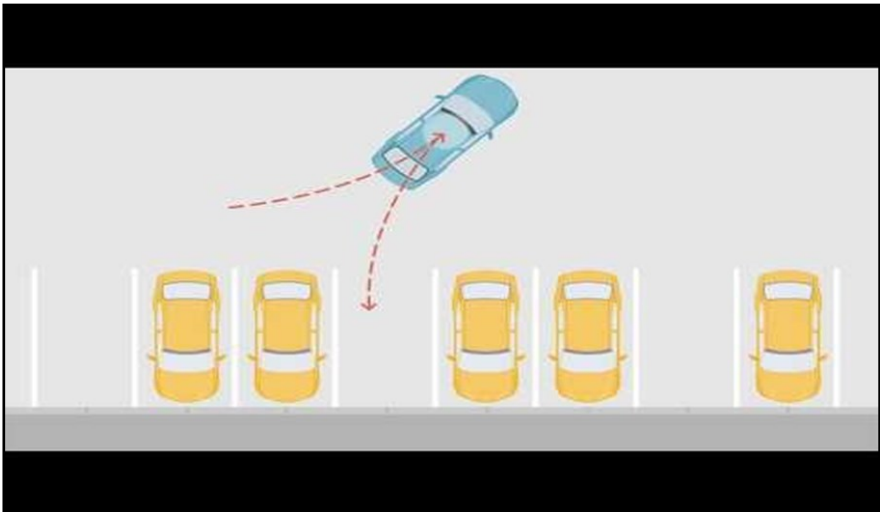
Don't feel pressured, many drivers feel the watchful eye of other drivers and pedestrians when they try to park.

Know your neighbours

Choose your parking neighbours and space carefully; a car which is looked after and in good condition is less likely to have a door open into yours. Also, although never on purpose, a car with child seats in it might have children who are not quite as careful when in charge of the door.

Parking manoeuvres

For those new to driving, and even the most experienced, parallel parking can be a source of anxiety at the best of times. It involves a lot of hand-eye coordination, judgement, and vehicle control. For more advice and help, the IAM have a helpful video on how to [Improve your parking and manoeuvring: tips from IAM RoadSmart - YouTube](#).



While many of us consider ourselves generally confident and capable behind the wheel, there may be some areas, like parking, in which we might need a knowledge or confidence boost.

Why not take one of IAM RoadSmart's 75-minute [On-Road modules](#) which you will find on their website: www.iamroadsmart.com/courses/on-road-modules.

Group Quiz Night July 2023

Answers

Round 1; General Knowledge (All answers will be a number) <ol style="list-style-type: none">206364 (1+3+6+10+15+21+28+36+45+55+66+78)20, 6, 3, 11.3,6201377510,984m or 36,037 ft19651022	Round 2; History <ol style="list-style-type: none">England and FranceCharles Philip Arthur George1819Sonnet 18Anne of Cleves (6 Months and 6 Days)Soviet cosmonaut Yuri Gagarin, in April 1961Collecting fossils. She was a palaeontologistCorsicaOxfordRoosevelt (She married her father's 5th cousin – Franklin Delano Roosevelt)
Round 3; Geography <ol style="list-style-type: none">CanadaColchester (Dates from 77AD – as mentioned by Pliny the Elder)Ben NevisUtah, Iowa and Ohio.OttawaSix – New South Wales, Victoria, Queensland, Western Australia, Tasmania and South Australia.BarcelonaAntarcticaMercuryUSA, Belize and Guatemala	Round 4; Sport <ol style="list-style-type: none">Margaret Court (24). (Serena Williams has 23)CurlingAscotIce Hockey (NHL)Rio 2016 (67 – compared to 65 at London 2012) (2016 – 27G, 23S & 17B . 2012 – 29G, 17S & 19B)HeptathlonDiving – also Gymnastics and TrampolineFlyweight 112lb (Super flyweight – 115lb, Bantamweight – 118lb, Featherweight – 126lb)Andy Green – in Thrust SSC – 763.035 mph – 15th Oct 19972003
Round 5; Motoring & Motor Sport <ol style="list-style-type: none">1 pm and 7.00 am (Reg 112)Audi, DKW, Horch and WandererSilverstone, Aintree, Brands Hatch and Donnington.53 metres or 175 feet (15m Thinking and 38m Braking) Reg 126)Charles Rolls and Henry RoyceThey changed from driving on the Left-hand side of the road, to driving on the Right-hand side of the road.48 (or 49 if you count the single cylinder engine used as a starter motor).Pelican, Puffin and Toucan (Regs 22, 23 and 25)212Williams with 9. McLaren and Mercedes both have 8, Lotus has 7 and Red Bull have 5.	

NELE IAM Committee

(updated October 2023)



General e-mail: enquiries@neleiam.co.uk
Group website: www.neleiam.co.uk
Facebook page: www.facebook.com/instituteofadvancedmotoristsNELE

Committee:

Chair & Group Contact:

Paul Gillett 07810 152871
chair@neleiam.co.uk

Secretary: Mike Noel 07817 248865
Secretary@neleiam.co.uk

Treasurer: Graham Fennell 07971 718213
treasurer@neleiam.co.uk

Associate & Member Liaison: Paul Heasmer 07521 442236
member.liaison@neleiam.co.uk

Membership Secretary: Clint Childs 07950 925499
membership@neleiam.co.uk

Observer Team Leader: Paul Gillett as above

Webmaster: Pete Minvalla 07956 327107
webmaster@neleiam.co.uk

Non-Committee:

Newsletter Editor, Press & PR Jennifer MacLellan 07722 130571
publicity@neleiam.co.uk

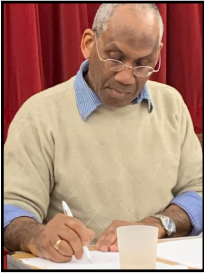
Group Meeting Organiser: Post vacant

Group e-mail: enquiries@neleiam.co.uk

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

New Year, New Venue!



May I thank all members who responded to the email sent out on **29th August 2023** asking for your thoughts and observations on relocating our Group Nights from the Moby Dick in Chadwell Heath to Theydon Bois Village Hall, Coppice Row, CM16 7ER. It ticks all the boxes in that it is clean and efficient with an accessible, no-step entrance to the building, and it has excellent facilities. It also has the advantage of being outside the expanded ULEZ zone with a spacious car park but also within walking distance of Theydon Bois Tube Station for those wishing to come by public transport.

"...it feels right to be supporting a local village hall rather than a pub, so I am in favour"

It was indeed helpful and encouraging to receive more than 15 replies all in support

of the initiative and I am pleased to confirm that the Committee has now voted unanimously in favour of the move. So that is where we will be from our first meeting in the New Year!

Do please support the inaugural Group Night at Theydon Bois on January 10th; you are assured of

"...the new venue I'm sure will suit most people and will keep costs down... .."

a warm welcome. In order to encourage members and friends to attend, we will not be "Zooming" on this occasion. In any event, it would be impractical to do so in view of the nature of January's meeting (see page 3).

"I am fully in favour of the new venue for future meetings."

Committee meetings will also similarly relocate. We are always seeking new members to join our Committee with meetings taking place on the third Tuesday of each month. We have a mix of "in-person" and "Zoom" Committee meetings throughout the year (except August & December). Please contact me if you are interested (see page 31). Alternatively, you may wish to consider volunteering to help with the raffle or manning the front desk on Group Nights. Looking forward to welcoming you to Theydon Bois!

Mike Noel
NELE Group Secretary

"I think it's a perfect location. I'm travelling less now so hope to attend more meetings."