



Official Provider



ROADWORTHY

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



Richard Gladman
Chief Examiner at IAM
RoadSmart

**will be presenting to us on
Tuesday, 12th March, 7.30 p.m.
at Theydon Bois Village Hall**

- "My journey from Go-Kart driving petrol head to Chief Examiner"
- Highway Code Changes
- Q&A session.

Guests welcome!

Spring 2024

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Group Nights

Group Nights take place at **7.30 p.m. on the second Tuesday of each month** (*excluding August and December*) at **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 also is outside the expanded ULEZ zone!



Whilst we try 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 with tea, coffee and biscuits provided.

We also “Zoom” meetings whenever possible so that those who cannot attend can join us via a mobile, laptop, i-pad 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.

12th March	Richard Gladman , IAM Chief Examiner (see cover) with Q&A session Also Jamie Rodwell , one of NELE’s youngest members to achieve a F1st (October 2023), on the challenges that face our young drivers - <i>Light buffet</i> -
9th April	AGM, in-house presentation and light buffet
14th May	“The Tidal Thames, its folklore and traditions” with Mark Lewis
11th June	“The Copped Hall, Epping”, with Philip McKinder (Trustee)
9th July	Quiz Night, Summer Social with Graham Fennell With light buffet
August	No meeting
10th September	Motoring Update with Nicholas Fearn

Deadline for the next edition of RoadWorthy: 19th May 2024

E-mail: publicity@neleiam.co.uk

Chairman's Chat

Is NELE's virtuous circle in danger of being broken?

Paul Gillett

As Chair, I am constantly aware that our Group can only continue to function on the basis of the virtuous circle – people putting something back into the organisation in recognition of what it gave them in the past. NELE postholders and Observers don't carry out their responsibilities in the expectation of recognition or reward, but nevertheless they can get immense satisfaction from a job well done – they perpetuate that virtuous circle.

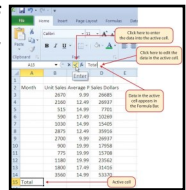


As you will see from the back page of this edition of *Roadworthy*, the time is fast approaching for NELE's Annual General Meeting. An AGM is a time for looking backwards (to see what went well and what could be improved) and forwards (to see how to achieve that improvement). It's also the occasion when we formally elect a new committee.

This year, the committee election could be particularly crucial, as three key posts are about to be vacated: the current postholders would therefore like someone to fill their shoes. However, it's not just a question of what they would *like*, it's what NELE desperately *needs* if we are to continue. In past years, we have invited members to fill potentially vacant posts. This year, it is crucial that members volunteer to fill gaps; if not, we may not be able to accept new Associates and we may have to give up holding social meetings.

Membership Secretary

This committee post is key to the smooth administration of NELE's processes and procedures. The Membership Secretary is the ideal first point of contact for phone or email enquiries about the Group, so good inter-personal skills and time to respond promptly are important qualities



The Membership Secretary also needs to be comfortable with technology: Group membership records are kept using an Excel spreadsheet and need to be aligned with IAM RoadSmart Head Office's membership system, known as DARTS. Familiarisation in both would be provided as part of handover.

The Membership role is key to the smooth flow of most NELE administrative tasks, as many activities cannot take place until the Membership Secretary has taken the first step. For instance, accepting a new Associate on DARTS unlocks the provision of address, email and phone details, membership and course numbers and similar essential information.

The NELE membership system is actually an Excel spreadsheet, securely shared with selected committee members such as the Treasurer, Chair and Chief Observer. They, in turn, can update membership records fields relevant to their role – Subs received; total number of Observed Runs; an Associate becoming ready for Test; Test results including the name of the examiner; changes of address and so on. Although those other postholders can provide updates, the Membership Secretary has overall curatorial responsibility for the integrity of the data.

Membership records are the source of addresses for *Roadworthy* address labels, subs renewal reminders and similar routine processes. The spreadsheet is also capable of enabling the committee to spot trends by providing them with management information at monthly meetings.

The spreadsheet contains a significant number of fields for each member, but in essence is not particularly complex for someone familiar with Excel. Dealing with regular activities (clerking new members, answering enquiries) could take a couple of hours a week, which could be spread out over the week. Preparing for the monthly committee meeting should take no more than an hour or two once reporting routines are in place.

The role of NELE Membership Secretary could be for you if you enjoy interacting with people but are also reasonably comfortable with using tools such as Excel. You'll also be a key part of that virtuous circle!

Group Meeting Coordinator

If you have enjoyed any of the talks at our regular monthly meetings, it is thanks to the efforts of our Group Meeting Coordinator. All going well, there is little for the Group Meeting Coordinator to do on the evening. But that's only because much effort goes into getting the arrangements right in the run-up.



The Group Meeting Coordinator compiles and maintains the list of previous and potential speakers that can be invited to inform and entertain us at our monthly meetings. Part of that skill is the ability to find new speakers by keeping alert to reports from a range of sources including neighbouring IAM Groups, Community Newsletters, Libraries, SpeakerNet, etc.

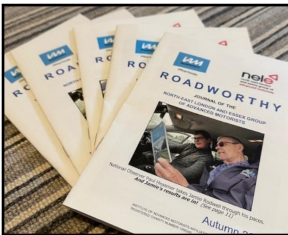
Having found potential presenters, other skills come into play: confirming their willingness and availability and weaving these into a varied and interesting programme for forthcoming months. Ideally, the programme will stretch at least six months into the future, preferably in-person and that can be simultaneously zoomed and video recorded for our website, although Zoomed presentations are sometimes necessary. Meetings can also be interspersed with alternative activities such as quiz nights and practical activities such as developing first-aid skills.

For each presentation, the coordinator will produce advance information to inform NELE members of the event, and liaise with the presenter to ensure that all practical arrangements are in place and confirmed in good time before the actual day.

When all is going well, the Group Meeting Coordinator's role should be relatively stress-free, but occasionally the real world intervenes, so the ability to come up with a Plan B at short notice is a valuable skill and can add excitement!

NELE's Group Night Coordinator is Jen MacLellan who has undertaken the role for four years and who stood down from the Committee last year. Jen has already booked presenters through until the end of this year which will make an early handover particularly effective whilst the successor "learns the ropes".

Newsletter Editor, Press & Publicity



Jen has also undertaken the role of Editor of *Roadworthy* and our Press and Publicity Officer for four years, and this will be Jen's final edition of RoadWorthy. Jen currently uses MS Publisher and SoloPress on-line printing services in Southend who have proved to be extremely cost effective, but of course a new Editor would be free to choose another printing service. The final proofed

document is also exported as a pdf. for circulation to members who do not require a hard copy and uploaded onto the Group's website.

Once the paper copies of RoadWorthy have been printed, they need to be packed for posting using pre-printed labels provided by the Membership Secretary. Jen currently carries out this task, but it could be handed over to a separate team to be arranged by the Committee if that would better suit a new Editor. However, the distribution is arranged, all expenses—printing, envelopes, postage, etc. are reimbursed from Group funds. The Press and Publicity side of this includes circulating posters that promote the work of the Group and identifying publicity opportunities in community magazines and the press.

Many IAM RoadSmart groups have ceased to hold monthly meetings partly because of the challenge of finding a volunteer to fulfil the Group Meeting Coordinator role, coupled with the difficulty of finding a suitable meeting venue. NELE's new "home" at Theydon Bois village hall certainly seems to have solved the second issue. What we now need is someone to take over the Group Meeting Organiser role to follow Jen's excellent track record in producing a programme of interesting talks and activities.

Jen is prepared to help in handing over the roles and it is clear that NELE members are keen for someone to take over facilitating a programme of events and production of a hard copy document. It would be a shame if no-one comes forward, as this would have a serious impact on the work of the Group.

Could YOU be the person to make continuation possible? Please don't leave it to someone else – contact Jen or any committee member to perpetuate our virtuous circle.

Drug Driving

In a recent survey of 2,028 drivers, it was found that almost a third (28%) of those aged 16-24 have themselves driven under the influence of illegal drugs or been a passenger inside a vehicle where the driver has taken illegal drugs within the 24-hour period beforehand.

DVLA licensing data shows that approximately 2.5 million driving licences belong to this age group which when extrapolated to match the survey figures equates to up to 700,000.



More than a third (32%) believe it's more common to drive under the influence of illegal drugs than drink driving.

Data published by the Department of Transport (DFT) revealed 2,500 casualties were in relation to drug-driving in 2021, a whopping 260% increase since 2012. Meanwhile, the Ministry of Justice data shows that convictions for driving a motor vehicle under the influence of drink or drugs overall has increased from 41,457 in 2014 to 59,117 in 2022 a rise of 40%.

Almost a third of 16-24 year olds admitted having driven or have been driven in a vehicle where they or the driver have taken illegal drugs within the 24 hour period before.

Over a quarter (26%) of young people know someone who drives while under the influence of illegal drugs .

Up to nearly three-quarters of a million young drivers aged between 16-24 may have driven or been in a vehicle where the driver has been under the influence of illegal drugs.

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
Jay BELSHAW	Hornchurch
Maria BOWDEN	E11
Damian BROWNE	Enfield
Norman DARLING	Waltham Cross
Simon GALLAGHER	Epping
Keith JARRETT	Collier Row
Mark LOCKAIR	E11
Chris MOORE	E11
Ian MORTON	Epping
Brian NOONE	Woodford Green
Jasmine O'GARRO	N16
Stephen PAIN	E3
Suzanne POUNTNEY	Waltham Cross
Daniel PROCTOR	Enfield
Grace QUARCOO	E9



Congratulations—Recent Passes

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

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

NAME	OBSERVER	EXAMINER
Mujtaba AHMADI (F1rst)	Paul Gillett	Alexia Doherty
Ahmed RAZZAQ (F1rst)	Paul Gillett	Colin Underwood
Ed STORER	Paul Heasmer	Mark Anderson

NELE currently has 6 active National Observers, 3 Local Observers and 4 Trainee Observers. We would love to have more!

If you are an Advanced Driver, why not take your journey up a gear and become an observer? 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, Chief Observer for more details.

Smoothly through the Curves

Paul Gillett, Chief Observer

I recently undertook a trip to the Excel exhibition centre on public transport, first on the Central Line and then by the DLR. On both modes of transport, I experienced short sections of surprisingly jerky travel which reminded me of how it sometimes felt being driven by some of our Associates. That sort of thing triggers an analytical response in me. Why were those particular jerks so noticeable?

The first event came as my train from the Epping branch approached Leytonstone station. Instead of entering Platform 2 (the middle one) as normal, the train was switched to Platform 1, which is more usually the route taken by trains from Newbury Park. In the photo below, it would be as if the train in the middle of the picture had followed the points and track to take it to the line on the extreme right.

As we changed from one track to another, the change of direction was accompanied by a distinctly unpleasant lurch.

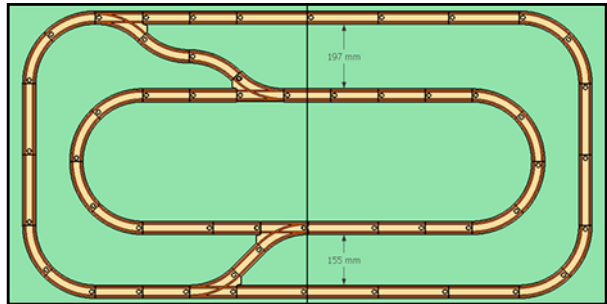


At Stratford, I changed to the DLR to take me to Canary Wharf. Around Canary Wharf, my "Noddy's train set" journey underwent a similar jerky transition as we transitioned from one line to another.



Photographs of the point work in both locations subsequently provided an explanation for the jerkiness: the tracks change directly from being straight (or at least on a gentle curve) into a sharper (shorter radius) curve. The analogy with Noddy's train Set became even more valid for me, especially since the DLR trip provided other instances of jerky changes from straight to curves. The closest modern equivalent to the original Noddy's train set is probably the wooden Brio range.

A sample track plan for a Brio layout shows that the tracks are either straight or curves, like this:



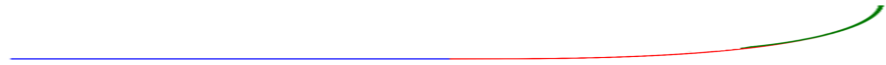
Similar track geometry is used by Hornby train sets aimed at older children. If you look at YouTube videos of Hornby model railways, you'll notice that as the front of the trains enter a curve, they jerk alarmingly in a manner that would have been likely to scare the wits out of their hapless passengers had they not been made of unemotive plastic.

My Associates' steering technique had been similar. As we approached (say) a turning to the right, they would wait until the last minute and then briskly rotate the steering wheel clockwise to negotiate the junction, then just as briskly, return it to the straight-ahead position once we had entered the side road. Unsurprisingly, both movements of the steering wheel would have been likely to scare the wits out their hapless passenger (or Observer) had they not been made of unemotive plastic.

Transition Curves

Why were those sets of points and curves on the Central, DLR. Brio and Hornby outfits so jerky? More importantly, why were the jerks so noticeable on my rail expedition when compared with most railway trips? The answer is that unlike more open stretches of track, there were no **transition curves**.

In this diagram, the straight approach is shown in blue. The main curve is shown in green. Between them, there is a gradually tightening curve in red. This is a transition curve, which is how most railway curves are engineered where space allows (unlike at Leytonstone or the DLR).



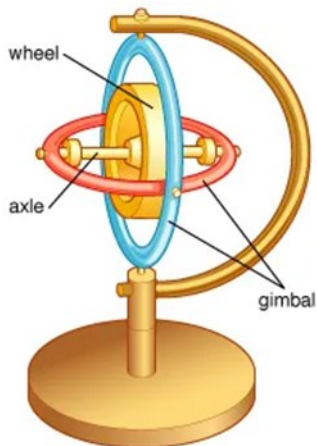
If a train travels from right to left, it doesn't suddenly enter the tight green curve with a jerk. The transition curve provides a smooth modulation from straight to tight curve that avoids scaring that hapless passenger witless.

With a little bit of planning, we can adopt a similar method for bends and junctions when we drive. As we approach the point where we'll need some steering input, we can position for safety, surface and vision and start to steer gently, gradually increasing the rotation to take the car safely and smoothly through the junction or bend, then gradually relax the steering input as we leave the hazard.

It's also worth reflecting that unlike a journey on rails, with rigid tracks and solid metal wheels, our cars' contact with the road is through rubber wheels with flexible sidewalls and tread. We should be able to feel through the steering wheel how the rubber is reacting to our input. Gradually increasing our rotational pressure will result in a smooth reaction from the wheel. Rigid, dictatorial input through the steering wheel doesn't allow the rubber to respond compliantly, so the handling becomes choppy as the tyres struggle to regain equilibrium.

A final consideration is that the two front wheels of a car are reasonably responsive to steering input at rest, but speed results in them rotating such that they behave like the rotor of a gyroscope. Once spinning, the wheel of a gyroscope becomes resistant to changes of direction; the faster it spins, the more the gyroscope in this diagram will resist efforts to turn it left or right. The harder we try to twist it, the greater the gyroscope wheel reacts. Gentle persuasion yields better results.

Moral Work with your wheels with gentle steering and be sensitive to their feedback and your progress will be smooth. Behave like a dictator and your car will lurch round bends and corners, to the consternation of passengers and your unfortunate Observer!



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Are You Sitting Comfortably?

Considering how important it is to have the best posture when at the wheel, it's surprising how few of us know the best method for adjusting our driving seats. Many aren't even aware of the multiplicity of tweaks available to drivers of modern cars beyond the basic adjustments of fore-and-aft, seat height and backrest*.

A useful guide, written from an Occupational Health perspective, can be found on the PhysioMed website: https://www.physiomed.co.uk/uploads/guide/file/21/Physiomed_Sitting_Guide_-_Driving_Digital.pdf

It covers adjustments of which many of us may be totally unaware – it often surprises observers that Associates (or Full Members returning for a refresher) are oblivious to the possibility of adjusting the steering wheel for height or reach. To make the most of the suggestions, you might like to have your car's handbook to hand so you can find whether your current vehicle includes all the controls – and where to find them!

Just as importantly, the guide suggests a practical order for making the various adjustments, including the surprising suggestion of starting with the seat in the totally wrong settings so they can be corrected in the right order.

Passengers will also benefit from the advice in the pdf, albeit their range of adjustment are usually more limited – after all, they don't have to stay in control of the vehicle throughout a journey.

It's always good to hear from NELE Group Members, and here's an inspiring story from Chris Rodwell, Jamie's dad. Chris has been an IAM and NELE member for many, many years and is now completing his Observer training under the watchful eye of NELE's National Observer Paul Heasmer and Chief observer Paul Gillett. –Ed.

My IAM Story so far!

Chris Rodwell



It all started for me many years ago when my Scout Leader, Mike Saviour, told me he was going to be made redundant in the new year. He wanted a career change and decided to train and teach people to drive and so asked me if I was interested in being a guinea pig for him so he could achieve his qualification. "Oh yes, of course!" I said.

On my birthday that March, I had my first lesson in his bright red Ford Fiesta XR2, the 13th lesson was the hour before my test. £10 a lesson—those were indeed the days!

I passed my motorbike test first on 11th June 1986, and then my car test a few weeks later on the 26th June. Mike went on to pass his IAM test. He was very motivational and suggested I go on to take my advanced test before I got into any bad habits. So I went on to train with him and passed in Wanstead in the September of 1987.

I was born with a deformed hand and—I am told—am very determined. I was also keen to have something to fall back on job wise and so for my 21st birthday I trained for my Class 1 HGV (now LGV) test and passed in April 1991. during my time as Transport Manager, I was involved with "How's my Driving" and "Brake", both charities that started up by those who had lost loved ones through bad choice driving. I also had responsibility to train and education my team of drivers to be the best that they can be. As you can tell, I have a passion for all vehicle related experiences.

Years passed, and with my own family, I wanted to encourage my son Jamie to take up the opportunity to think about his future with driving. For his 13th birthday, we gave him a Highway Code to read and learn, testing him on signs, etc. while we were out and about driving. I also took him to the Romford Cardrome a few times in my wife's car, until he was old enough to get his own. We went on to book Jamie a block of lessons there, and it was then that I realized that a driving school only gets you ready to pass a test, and not to actually teach you to drive!

The obstacles that we have had to overcome in order for Jamie to achieve made me realise how much different it is nowadays to learn to drive and get

independence on the road. As you would expect, I am so proud of his well-earned success last October.

I so enjoyed my time teaching Jamie and in conversation it came up about progressing to become an Observer. I decided that now was the right time to give back my experience and knowledge to others.

It was then that I decided to teach and train Jamie to be an advanced driver, so I helped him choose a car. By that time, ULEZ was about to come into force so the decision was made not to waste money and to go for a newer car.

In order to protect Jamie's asset, I was keen to help him as I could see such determination in him and was pleased to hear he had contacted IAM RoadSmart for more information. He took me by surprise when he told me he was going to train for the advanced test and had been assigned to NELE's National Observer, Paul Heasmer.

I am now thoroughly enjoying the Observer training, and already have two Associates under my wings one of whom is nearly test ready. Not to be left behind, Jamie is also now undertaking Observer training.

Top five reasons for Insurance Claim rejections in Britain

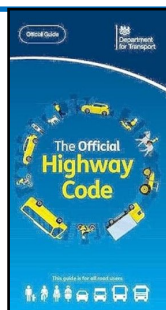
- Failing to update an insurer of a car modification
- Parking in a non specified location
- Fronting
- Using a car for business despite having a social/domestic-only policy
- Driving too fast or too slow
- Obstructed windows

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)



IAM RoadSmart joins forces with Young Driver Foundation to upskill the next generation of drivers

The IAM have just announced that they are teaming up with the Young Driver Foundation (YDF) to promote road safety among youngsters. The Foundation provides driving lessons and skills for those aged between 4 and 17 and is dedicated to instilling safe and responsible driving habits in young people.

Department for Transport statistics show that a quarter of fatalities on roads in Great Britain were aged 17—29 years old, despite this age group representing just 13% of all licence holders.

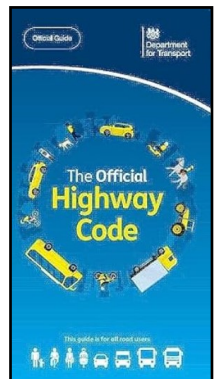
It'll be interesting to see what comes out of this promising partnership as the cost of learning to drive continues to escalate. The Office of National Statistics has recently calculated that the average cost for drivers to take to the road taking into account the cost of learning to drive, buying plus running a car for a year averages out at £11,137.

Data provided by the Driver and Vehicle Standards Agency suggests that it takes 45 hours to learn to drive at a consistent cost of £1,238 but it is the cost of used cars and petrol that has increased. According to ONS data, the average price paid for a first car today is £6,600, up from £3,562 from two years ago. In the same period, fuel costs have risen by 67% - with new drivers paying an average of £983 for petrol in their first year on the road.

Drop in the pass rate—DVSA Theory Test

There has been a consistent drop in the pass rate over the last 15 years. According to data released from the DVSA, the pass rate now stands at 44.2% compared to 65% in 2007/8. It appears that candidates are not properly believing that they have the knowledge to pass without any guidance or reading. A freedom of information request to the DVLA revealed the money on theory test attempts to date before passing is £1,380 at the Redditch theory test centre. This equates to 60 attempts of the £23 test.

The Theory test was introduced for learner drivers in 1996. To-day the test is made up of two parts. The first 57 minutes to answer 50 multiple choice questions based on the Highway Code and the second part is the Hazard Perception test, when candidates are asked to spot hazards in videos. Candidates must pass both multiple choice (43 out of 50) and the hazard perception test (44 out of 75) before they can proceed to book their practical driving test.



NORTH-EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

Registered Charity Number: 1056280

ANNUAL GENERAL MEETING

at Theydon Bois Village Hall (TBVH); Small Hall, Coppice Row CM16 7ER

Tuesday 9th April 2024 at 7.30pm

Agenda

1. Apologies for absence
2. Minutes of previous AGM of **Tuesday 11th April 2023 (see over)**
3. Matters arising from the 2023 AGM Minutes
4. Chairman's report
 - **Resolution 1:** To accept the Chairman's report.
5. Treasurer's report and adoption of accounts.
 - **Resolution 2:** To accept the Treasurer's report and adopt the accounts.
6. **Resolution 3:** That any monies unclaimed by Group members for over one year by the end of the AGM should be treated as a donation to Group charitable funds.
7. Election of officers
8. Election of committee members
9. Any other Business

NORTH EAST LONDON & ESSEX GROUP OF ADVANCED MOTORISTS

Registered Charity Number: 1056280

ANNUAL GENERAL MEETING

held at the Moby Dick (A12 junction with Whalebone Lane)
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 2022
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 bloc): **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 hrs 20.30 hrs

Wrong Way on Motorway

Between 2016 and 2021 there were 700 incidents where people were caught driving the wrong way on a motorway, and almost all were caused by human error! The obvious response is to increase the penalties but would that prevent the problem?

Perhaps authorities should look at the congested junctions and road signage, as well as poorly lit junctions.

**NORTH-EAST LONDON & ESSEX
GROUP OF ADVANCED MOTORISTS
2024 ANNUAL GENERAL MEETING COMMITTEE NOMINATION FORM**

As notified, the Annual General Meeting will be held at **7.30pm on Tuesday 9th April 2024:**

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

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

Nominations must be returned to the Group Secretary by post, in person or by email to secretary@neleiam.co.uk to be received no later than Tuesday 2nd April 2024. Nominations do not need to be physically signed, but the Nominee will be asked to confirm their readiness to stand.

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

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

Committee Nomination Form

	Name	Nominated by	Seconded by	Signature of Nominee
CHAIR				
SECRETARY				
TREASURER				
COMMITTEE				
COMMITTEE				
COMMITTEE				
COMMITTEE				

Group Nights

January—Seasonal Quiz Night with Graham Fennell



What a great way to end the holiday season and celebrate our move to Theydon Bois!

Graham (left) did an excellent job of facilitating the evening, and congratulations to the winners—NELE Committee Members Paul Heasmer, Clint Childs and Pete Minvalla (below). *(Answers on p.29)*

1. GENERAL KNOWLEDGE – ALL ABOUT JANUARY

1. Which US President was inaugurated on 20 January 1961
2. Who did Marilyn Monroe marry in January 1954
3. True or False. David Bowie was Born in January and Died in January
4. Which currency was officially issued on 1 January 1999
5. Sir Isaac Newton was born on the 4 January, but in which year. Was it 1603, 1623, 1643 or 1663
6. Who made January a month with 31 Days
7. What Star sign would you be if you were born on 1 January
8. What is the Name of the Full Moon that occurs in January
9. On what date will Burns Night celebrated in 2024
10. What is January's birthstone

2. CHRISTMAS NUMBER ONE'S – JUST NEED THE ARTIST

1. 1957 – Mary's Boy Child
2. 1968 – Lily the Pink
3. 1976 – When a Child is Born
4. 1984 – Do They Know It's Christmas
5. 1988 – Mistletoe and Wine
6. 1992 – I Will Always Love You
7. 1996 – 2 Become 1
8. 2000 – Can We Fix It
9. 2011 – Wherever You Are
10. 2023 – Last Christmas



Quiz winners Paul Heasmer, Clint Childs and Pete Minvalla

3. MOTORING – MULTIPLE CHOICE

1. In January 2023, the SMMT revealed the UK's favourite colour for new cars in 2022 was what shade?
 - a) White
 - b) Grey
 - c) Red
2. In October 2023, Volkswagen confirmed that which model was being discontinued?
 - a) up!
 - b) Phaeton
 - c) Passat
3. Daniel Ricciardo returned to the Formula One grid with which team in 2023?
 - a) Red Bull
 - b) McLaren
 - c) Alpha Tauri

4. Which make of car won the 2023 Le Mans 24 Hours?
 - a) Ferrari
 - b) Toyota
 - c) Porsche

5. The Swallow Sidecar Company is now known as what brand?
 - a) Lotus
 - b) Bentley
 - c) Jaguar

6. In what country was Tesla boss Elon Musk born?
 - a) USA
 - b) South Africa
 - c) New Zealand

7. How many seats did the McLaren F1 road car have?
 - a) Two
 - b) Three
 - c) Four

8. At the end of 2022, how many cars were officially licensed in the UK?
 - a) 23,187,308
 - b) 33,187,308
 - c) 43,187,308

9. Which car-mad celebrity presented a documentary on the Brawn GP F1 team during 2023?
 - a) Keanu Reeves
 - b) Paul Hollywood
 - c) Matt LeBlanc

10. Linda Jackson is the CEO of which car brand?
 - a) Ford
 - b) Vauxhall
 - c) Peugeot

4. CHRISTMAS FOOD

1. Which Ruler allegedly banned Mince Pies in Britain in the 1600's
2. Eating fried chicken on Christmas Eve at a KFC fast food restaurant is a Christmas tradition in which country
3. Which direction are you meant to stir mincemeat for good luck?
4. What are Pigs in Blankets often called in Scotland
5. On which day of the week is a Christmas Pudding traditionally made
6. Which food and drink company helped to popularise the image of Santa Claus' red and white outfit
7. Which Fruit is traditionally included inside a Christmas stocking
8. True or False? – The first mince pies actually contained meat
9. Historically, women in England who wanted to find a husband ate what at Christmas for good luck
10. According to the old English tradition, which coin was placed in the Christmas Pudding mixture

E-Scooter Fires. Tower Hamlets Council report that e-bikes and scooters regularly catch fire with one fatality in March 2022 which led to a Coroner advising that further standards need to be introduced as swiftly as possible.

The London Assembly Fire and Emergency Planning Committee said three people have died in London in fires believed to have been caused by a failure of e-bike batteries, while 51 people were injured in 2022. They have called on the government to outline what action it is taking on the issue. It said the key issue is unregulated products brought on line that are usually cheap in comparison with those which meet UK standards.

February Group Night—Letters Home with David Newall

Last month the Group received a really interesting “Zoom” presentation from David Newall (who lives in Yorkshire) about the wartime role his father Les played as a bomber navigator in the R.A.F. Les survived his wartime experiences to lead a full life as a Transport Manager in St. Helens and became a leading authority on vehicle registrations before his passing in 2000.

Les was born in 1923, the only son of Marie and Harold Newall from West Bromwich. He applied for R.A.F. service in January 1942 at the age of 19 but was put on deferred service until December 1942 when he signed up and started his R.A.F career at the Air Crew Reception Centre at St. John’s Wood in London.



During this time Les started what were to be weekly letters home to his parents. They were to continue until October 1946. In total 300 letters were written, and importantly saved by the family until, 80 years later, their historical significance was fully realised, not because of their military significance but for the social history of the life it portrays. After all the censor forbade communications relating to his operations and Les was probably very aware that to lessen his mother’s fears he should keep his letters upbeat and reassuring. Overall his training took 18 months. After much form filling, medicals, inoculations and dentistry, P.T., marching and swimming Les was declared fit to move onto one of the Initial Training Wings. This was one

based in a hotel in Torquay. Even in early spring Torquay was something of a tropical paradise for a lad from West Bromwich and his four months there were a happy time.

In May 1943 he transferred to R.A.F. Desford near Leicester and learned to fly in Tiger Moths. However, he failed to reach the standards of flying required to be a pilot and instead was selected as a Navigator. If this wasn’t disappointing enough he didn’t get the usual overseas training post and was allocated to Heaton Park in Manchester, ironically only a mile away from where he grew up as a child. A good chance to catch up with old friends. By September 1943 he had moved onto R.A.F. Bridgnorth and Air Navigation School to learn the theory of Navigation. By the end of October this was put into practice at R.A.F. Bishops court near Belfast where he spent the winter months navigating at various points around the relative safety of the Irish Sea.

Three more bases at R.A.F. Scampton, Swinderby and Syerston trained Les onto the heavy bombers and ultimately the Lancaster. By July 1943 his thorough training was over and he was transferred to 207 Squadron at R.A.F. Spilsby in Lincolnshire to begin operations. At more than one time during his writings home Les predicted / wished for an end to the war ahead of this time so maybe he had not expected the War still to be in progress by this time.



Early August 1944 was of course two months after D Day so the R.A.F. bombing campaign was focused on the interruption of key transportation links and various ports and airfields. His first few missions were aimed at destroying the V1 rocket sites near Paris and on one of these they were shot up with two of the crew killed and another seriously injured.

27 missions later took us to the end of 1944 and an end of his operations. Les

continued as an R.A.F. Navigator through the end of the war as an instructor and then after the end of the War on Dakotas bringing back troops and equipment, including the Nuremburg trail papers. This continued until he eventually left the R.A.F in October 1946.

These are the "facts" of his life in the R.A.F, but the letters contain a wealth of detail about the life of a young lad (for that's what he was) leaving home for the first time and enjoying life from learning to dance to a first girlfriend.

Humorous episodes paint a story of a life enjoyed despite the horrific events that followed.



Sammy Millers Motorcycle Museum

by Jennifer MacLellan



I was born in New Milton in Hampshire and so on one of my frequent visits to see my aunt there last month I took the opportunity to stop off for a break at Sammy Miller's Motorcycle Museum which is located in an old farmhouse on the outskirts of the town adjacent to the beautiful New Forest. My aunt – now 91 - often recalls Sammy and his family who lived in the same road as her when they were both children.

Sammy Miller MBE is a motorcycling legend. 11 times British Trials Champion and winner of over 1400 competition events across various disciplines, all whilst developing and maintaining his own machines. His career spanned 8 decades during which he still found time to restore rare and interesting motorcycles turning rusting machines back to their former glory and keeping them in his private collection until 1980 when he opened his collection to the public.

In 1996, Sammy acquired an old farmhouse in Bashley, New Milton, which had fallen into disrepair. Seeing the potential for the perfect location to highlight the museum exhibits, he converted the barns into an impressive modern building worthy of the surrounding picturesque views.



The Museum now houses one of the finest collections of fully restored motorcycles in the world, including factory racers and exotic prototypes. Unlike other museums, this is more than a static collection as every single motorcycle on display represents a full-scale renovation and - to this day - Sammy still works most days in the workshop within the Museum complex. With the collection still growing, he now has approaching 500 motorcycles. All but 5 of these are in perfect working order. The most popular bikes are regularly 'fired up' for public demonstration at various events held at the Museum through the year, as well as at prominent motorcycle events around the country.

With insufficient time to go into the actual museum, I am aware that Sammy also has quite a collection of four legged friends including donkeys and alpacas. Free roaming ducks, geese, turkeys, chickens, and guinea fowl undertake the unusual "meet and greet" that you would expect to see. The complex is also dog friendly, although they must remain on a lead.

There are two aviaries at the entrance to the courtyard with budgies, lovebirds, cockatiels and more and the focal point of the courtyard is the fountain which is home to Sammy's koi carp collection.

Not what you would expect, but the complex boasts two craft shops, the first of which took me right back in time as it specialises in yarns



and patterns, haberdashery, craft kits, embroidery, needlefelt, macrame and crochet kits. Also, books, greetings cards, giftware, and beautiful handmade gifts. They also offer workshops in art, needlefelt, pottery, crochet, macrame and knitting. The second offers gifts including motorcycle related mugs, metal signs, handcrafted jewellery, local jams, chutneys, and honey as well as craft fabrics and haberdashery.



I was very limited in time, so I took time out at the tearooms end enjoyed a teacake and coffee, but they also had home cooked food on offer as well as a selection of cakes and pastries. Gone are the days when you were asked whether you would like "tea or coffee?" The list of drinks was extensive and began to sound like something out of a Two Ronnies sketch.

I noticed the Museum has added several extensions over the years, the most recent of these being the Upper Gallery which was not there when I last visited in 2020. This has panoramic views of the Museum complex and beyond, to the Isle of Wight.

Not only does the Museum host a number of events throughout the year, but it also welcomes some 21,000 visitors – young and old - each year from all over the world, and a great day out can be had there for all the family whether you have an interest in motorcycles or not.

Sammy Miller Motorcycle Museum New Milton, BH25 5SZ
www.sammymiller.co.uk 01425 620777

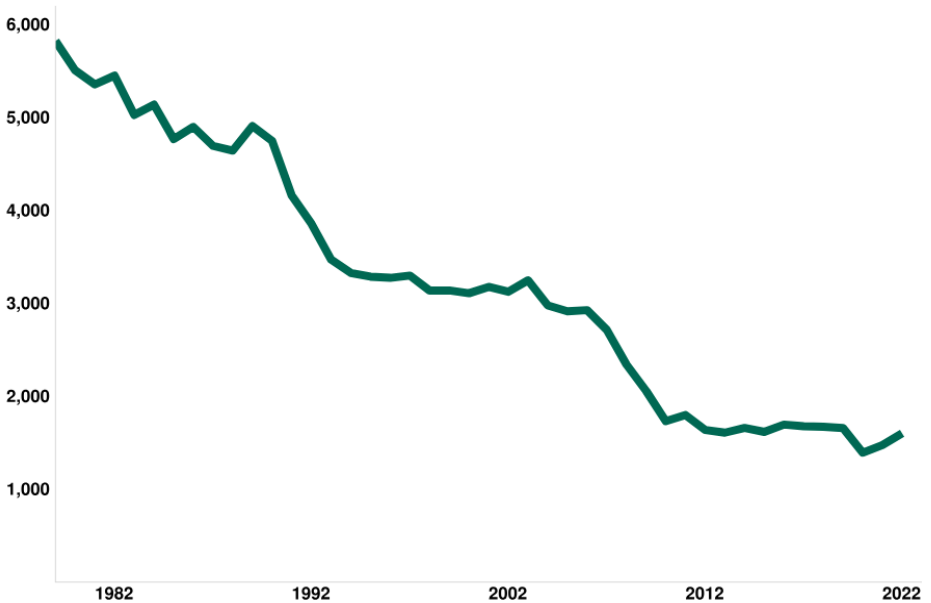
An elderly driver was driving his brand new Mercedes 100 m.p.h. when - looking in his rear view mirror - he saw a police car behind him. Rather than slowing down, he speeded up to 120 m.p.h., then 125 m.p.h. and then 130 m.p.h. Suddenly he thought, "I'm too old for this nonsense" so he pulled over to the side of the road and let the police car catch up with him. The police officer walked up to him, looked at his watch and said, "Sir, my shift ends in ten minutes. It's Friday and I'm taking off for the weekend with my family. If you can give me a good reason that I've never heard before as to why you were speeding, I'll let you go.

The man looked very seriously at the police officer, thought for a bit, and replied: "Years ago my wife ran off with a policeman, I was worried you were bringing her back." The police officer left saying "Have a good day Sir!"

Reported road casualties Great Britain, annual report 2022 (published 28 September 2023)

Data from the above Report published by the Department for Transport last September shows the trend in fatal road casualties over the last 4 decades:

Chart 1: Reported road fatalities in Great Britain, 1979 to 2022



This shows that, since 1979, there has been a general downward trend in the number of people killed on roads in Great Britain with a flatter trend in the decade since 2010. In 2022, road casualties showed signs of a return to pre-pandemic trends, increasing compared to 2020 and 2021 when casualty numbers were low, largely as a result of periods of lockdown leading to a reduction in road traffic.

The headline figures for 2022 are:

- 1,711 fatalities, a decline of 2% compared to 2019
- 29,742 killed or seriously injured casualties, a decline of 3% compared to 2019
- 135,480 casualties of all severities, a decline of 12% compared to 2019.

Considering road collision rates per billion miles travelled, the final estimates show:

- 328 billion vehicle miles travelled in 2022, a return to travel levels seen in 2019 prior to the COVID-19 pandemic
- 5 road fatalities per billion vehicle miles travelled in 2022, up 2% compared to 2019

The final estimates further show:

- the road user type with the biggest estimated percentage change for 2022 compared to 2019 for fatalities was pedestrians, which showed a decline of 18%
- in 2022, 76% of fatalities and 62% of casualties of all severities were male
- in international comparisons for 2022, Great Britain ranked 5 out of 38 countries with available data for lowest number of road fatalities per million population

In summary, while car occupants accounted for the majority of road casualties in 2022, the highest casualty rates per billion miles travelled were for motorcyclists, indicating that a person is more likely to be injured on the road when travelling by motorcycle.

In 2022, very few casualties were recorded on motorways, despite motorways accounting for a fifth of all road traffic in Great Britain, indicating that a person is less likely to be involved in a collision when travelling on a motorway compared to urban or rural roads.

ACCIDENTS FROM DRIVING TOO SLOWLY ARE INCREASING

The Department for Transport says the number of road deaths in the UK directly attributed to slow driving is on the up. According to figures, 26 people were seriously injured and two were killed in 2019 in incidents where slow driving was a contributing factor, and 132 sustained less severe injuries in slow driving incidents.

Slow driving itself is rarely the direct cause of incidents or injuries, but behaviours associated with it are dangerous. Over-ambitious overtakes, undertaking on motorways, tailbacks and road rage can all be directly related to slow driving. Those who incorrectly merge on motorways, coming to a stop on slip roads, for example find themselves facing cars passing by at 70 MPH.

Although punishments are normally associated with excessive speed, you can face a fine and penalty points for driving too slowly. In the UK the punishment is similar to low-level speeding: three points and a £100 fine. Whether a speed awareness course is an option for motorists caught driving too slowly is unclear.

Minimum speed limits are a rarity in the UK, though some high-risk areas do have them where it's important to avoid tailbacks. Some tunnels have a minimum and maximum speed limit. Mersey Tunnel for instance, has signs to tell drivers the minimum speed limit; the number will have a red line through it.

Be Trolleywise – How to Report an Abandoned Shopping Trolley

Jennifer MacLellan



Whether I'm out in the car, on a bus or out walking, there is nothing that infuriates me more than the sight of an abandoned shopping trolley. It seems they are simply abandoned anywhere and everywhere these days; in roads, on walkways and in parks. Worst of all, some are even dumped in ponds, streams and rivers where they cause harm to wildlife and the general environment. Not only an unwelcome hazard to the public but a cost to British business estimated at a staggering £35m per year.

Particularly disappointing is the fact that Essex is the worst county in the UK for trolley theft with some 50k trollies collected in one year.

I'm not the most tech. savvy of people, but I do have a mobile 'phone that I take everywhere with me. And so - with my interest in mapping and GPS - I couldn't help but be a little excited

when I heard about the Trolleywise app which is designed specifically for the public to use to report abandoned trolleys. You simply take a photo using the app, and then a GPS signal will give its exact location that alerts the nearest Trolleywise collection team, funded by the retailers, and they then do the rest.

The app. was developed by Wanzi, who tell us that they returned some 520,000 abandoned shopping trolleys to UK supermarkets in one year alone, against an estimated 1m of them.

40% of UK shoppers do not think there is a problem with trolley theft.

It is actually Local authorities who have the responsibility of rounding them up and then charging the owners, but now the public are being urged to help "track a trolley" by using an app on their smartphones.

Wanzi is one of the largest manufacturers in the UK, and the Trolleywise drivers were initially tasked with hunting for errant trolleys. However, the "point and click" aspect of the app is now fully functional and yields more accurate results.

I discovered just how accurate the app was when I took a photo of a trolley that had been dumped on the Open Space at the end of my road but failed to “send” the photo until I was 100 yards away and outside my own house. The app. let me confirm that the trolley was the property of Tesco.

Two days later, a Trolleywise van (pictured) parked outside my house and the driver came out desperately seeking the trolley I had reported indicating that the app had picked up the coordinates from the exact place where I was when I sent the photo. I couldn't resist – I went out and spoke to the driver, Billy (from Basildon), and directed him to the correct location. Billy explained that this frequently happens if the person who reports the lost trolley doesn't send the photo from the spot where the trolley actually is (although there is space to give a verbal description of its location.)



So Billy got his trolley and it was dutifully returned to Tesco. I also got a thank you message and went up one point in the League Table (score to date: 12) Yay! *Every little helps.*

Abandoned trolleys are clearly a wheelie, wheelie big problem, but Trolleywise seem to be playing a big part in fighting it.

Older drivers forced off the road at night by dazzling LED headlights

One of the national newspapers reported recently that ultra powerful headlights are forcing older drivers off the road at night. The College of Optometrists has also said its members had seen an increase in the number of patients who are no longer on the roads at night because the dazzle from LED lights is affecting their ability to drive safely.

It said the problem was particularly acute for older drivers with eye conditions, such as cataracts.

Many new cars are fitted with LED headlights as standard which are specifically designed not to dazzle other road users. However, the problem seems to be with LED lights that have been illegally retrofitted to replace traditional halogen bulbs—increasing the chances of drivers being dazzled. Halfords estimate there could be as many as 860,000 cars that have had these bulbs installed.

Analysis from the RAC found that 25 per cent of drivers over 65 avoid driving at night because of the intensity of headlights.

The sheer number of people complaining suggests it might be all LED that are causing problems.

Letters page

Some lovely feedback from a 'Zoom' viewer of NELE's February Group Night.

"...David's talk was fascinating. I very much enjoyed hearing it and learning so much about his father Les and about life in war and in the RAF. A great piece of history. Les was a hero long before he became a guiding light in the field of number-plate research.

The Zoom transmission was excellent also technically—good sound and easy to read the letters and other documents.... "

Alex

Q. When will the police clamp down on electric scooters being ridden illegally? An elderly lady told me she was nearly run down by one when she could have suffered many injuries.

The police don't seem to prosecute the e-scooter riders who are usually uninsured, so the victim can't be compensated. Why aren't riders required to have a licence and insurance?

Sue

A. IAM RoadSmart's policy on e-scooters can be found on their website in the 'About' section. They specifically ask for in-person training and insurance to be part of new legislation.

However, the government continue to drag its feet on the legislation. A consultation on 'regulatory and legal frameworks' had been promised for last summer and is still awaited.

IAM RoadSmart will be giving its views and those of members so do take up any opportunity to comment.



To: All at North East London & Essex Group Advanced Motorists

Your kind donation following your talk from Peter Hennessey will directly help the people of Essex and Hertfordshire when they need it most.

On behalf of all the people who your support will assist, we would like to say a big and heartfelt thank you—your support is very much appreciated.

Essex & Herts Air Ambulance, unlike NHS emergency services, is a charity providing a free life-saving Helicopter Emergency Medical Service (HEMS) for the critically ill and injured. Your generosity and goodwill saves lives by helping us remain operational.

If you would like to find out more about the positive impact you have made, we would be delighted to welcome you to one of our visitor centres at North Weald or Earls Colne airbase. To book a tour please visit **www.ehaat.org/visitor-centre** or call us on **0345 2417 690**.

Once again, on behalf of us all. A very sincere thank you. We hope that you will continue to support is in the future.

Warmest wishes,

Clair Mitchell

Senior Fundraising Coordinator

January Seasonal Quiz Night Answers (see p.19)

1. General Knowledge – all about January:

1. John F. Kennedy
2. Joe Dimaggio
3. True
4. The Euro
5. 1643
6. Julius Ceasar
7. Capricorn
8. The Wool Moon
9. 25 January
10. Garnet

2. Christmas Number One's – just need the Artist!

1. Harry Belafonte
2. The Scaffold
3. Johnny Mathis
4. Band Aid
5. Cliff Richard
6. Whitney Houston
7. Spice Girls
8. Bob the Builder (Neil Morrissey)
9. Military Wives with Gareth Malone
10. Wham (George Michael & Andrew Ridgeley)

3. Motoring – Multiple Choice

1. b) Grey
2. a) up!
3. c) Alpha Tauri
4. a) Ferrari
5. c) Jaguar
6. b) South Africa
7. b) Three
8. b) 33,187,308
9. a) Keanu Reeves
10. c) Peugeot

4. Christmas Food

1. Oliver Cromwell
2. Japan (on average 3.6 million Japanese families do this each year).
3. Clockwise
4. Kilted Soldiers
5. Sunday
6. Coca-Cola (before that he was generally in a Green Suit)
7. An orange or clementine
8. True
9. Gingerbread Men
10. A sixpence

NELE IAM Committee

(updated March 2024)



Group website: www.neleiam.co.uk
Facebook page: www.facebook.com/instituteofadvancedmotoristsNELE

Committee:

Chair & Group Contact:

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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:

Post vacant
membership@neleiam.co.uk

Chief Observer:

Paul Gillett as above

Webmaster:

Pete Minvalla 07956 327107
webmaster@neleiam.co.uk

Non-Committee:

Newsletter Editor, Press & PR

Post vacant
publicity@neleiam.co.uk

Group Meeting Coordinator:

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

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

2024 ANNUAL GENERAL MEETING

Notice is hereby given by order of the Group Committee that the Annual General Meeting of the North East London and Essex Group of Advanced Motorists (affiliated to the Institute of Advanced Motorists) will be held at **7.30 p.m. on Tuesday 9th April 2024** to enable the Trustees of the Group (Registered Charity Number: 1056280) to present their Annual Report and Accounts for the year ended 31st December 2023 for approval by the Group Full Members and to conduct an election. Those unable to attend in person may join by Zoom using the link, meeting ID and password as set out on page 3.

Mike Noel

Group Secretary

secretary@neleiam.co.uk

16.02.2024

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

Chairman	Paul Gillett	Will stand
Secretary	Mike Noel	Will stand
Treasurer	Graham Fennell	Will stand

All Group Full Members, Associates and Friends are invited to attend but **only fully paid-up Members of both the Institute of Advanced Motorists and of the Group may vote.**

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

COMMITTEE MEMBERS (elected for a term of three years)

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

Committee Members Retiring by Rotation and Standing for Re-Election: Pete Minvalla

Committee Members Retiring by Rotation and Not Standing for Re-Election: Clint Childs, Derek Leggetter

Committee Members Not Retiring and Number of Years Remaining before retiring by rotation: Paul Heasmer (2)

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