



# ROADWORTHY

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

Meet the Examiners' Examiner!



IAM RoadSmart's  
Area Service Delivery Manager (ASDM)  
plus NELE's AGM  
**Tuesday, 14th April,**  
**7.30 p.m.**  
**at Theydon Bois Village Hall**  
*Guests welcome!*

Spring 2026



# 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 Theydon Bois 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: some very interesting presenters now use Zoom, which widens our choice of topics. However, whatever format, a friendly welcome is guaranteed with like-minded people and with tea, coffee and biscuits provided.

We look forward to welcoming you.

*We also “Zoom” meetings whenever possible so that those who cannot attend can join us via a mobile, laptop, iPad 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:-*

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

Videos of some previous Group presentations can be found on our website [www.neleiam.co.uk](http://www.neleiam.co.uk) under the ‘Events’ tab and by clicking “videos” on the right of the page. They are well worth a look!

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

- |                   |  |
|-------------------|--|
| <b>10th March</b> | <b>Graham Fennell &amp; David Rosewell</b><br>– Becoming an Observer                         |
| <b>14th April</b> | <b>NELE AGM</b><br>then <b>Carl Sturman</b> (IAM RoadSmart’s Area Services Delivery Manager) |
| <b>12th May</b>   | <b>Rhett Brown</b> — 1970’s Police Cars  |
| <b>9th June</b>   | <b>Chris Rodwell</b> — HGVs / LGVs   |
| <b>14th July</b>  | <b>Graham Fennell</b> — Summer quiz  |

**Deadline for the next edition of RoadWorthy: 31st July 2026**  
E-mail: [editor@neleiam.co.uk](mailto:editor@neleiam.co.uk)

# Coming Soon to NELE

*Monthly meetings at Theydon Bois Village Hall; all start at 7.30 pm*

*Tuesday 10th March*

## Becoming a "New" Observer

Making a difference to people's driving and lives

What's it like to become an Observer? An Entertaining Talk and Discussion by David Rosewell and Graham Fennell looking at their experiences of both Advanced Driving and becoming IAM National Observers. David and Graham are hoping to emulate "Alas Smith & Jones - Talking Heads" - with both practical points as well as some humour).

*Tuesday 14th April*

## NELE's AGM

**plus IAM RoadSmart's ASDM, Carl Sturman**

This annual formality of our AGM (see middle pages of this *Roadworthy*) is usually dealt with promptly, although time will always be made available for any issues raised by members

After the AGM, we have a really special speaker. Carl Sturman, our representative from Head Office, can update us on developments in IAM RoadSmart, both now and over the next few years. He also assesses our examiners and assures the quality of our Observers. So expect some expert input!

*Tuesday 12<sup>th</sup> May*

## 1970s Police Cars

with Rhett Brown

Jam sandwiches, Pandas and what else?.

*Tuesday 9th June*

## Big Wheels, Big Insights!

Keeping You Safer Around Large Vehicles

Ever felt a bit dwarfed by a massive truck on the motorway? Join Chris Rodwell on June 9th for a session dedicated to demystifying the big rigs.

We'll be breaking down the difference between LGVs and HGVs, exploring the unique psychology of the drivers behind the wheel, and—most importantly—sharing life-saving tips to keep you safe in their proximity.

*Tuesday 14th July*

## Summer Quiz

Some light-hearted challenges before the Summer break

Continuing NELE's instant tradition of a quiz before each major holiday season, led by Graham Fennell.

# A DRIVING AND RIDING DAY

THEYDON BOIS VILLAGE HALL

SUNDAY 31<sup>ST</sup> MAY 2026

10.00 am – 4.00 pm

NELE's committee is organising a full day of activities at the Theydon Bois Village Hall on Sunday 31<sup>st</sup> May 2026, starting at 10am and going on till 4pm

We're planning a number of different sessions for current NELE Full Members, Current NELE Group Associates and the wider local public. Our friends from East London Advanced Motorcyclists will make sure that there will also be something for the two-wheeled fraternity.

The sessions will include both practical demonstrations and short theory talks. These are likely to include the following:

1. Demonstration drives by Observers to show the standard that can be reached by applying Advanced Driving techniques.
2. Assessment Drives, where Observers will accompany someone in their own car to give practical hints and tips for improving their driving techniques.
3. Practical assistance, tips and demonstrations with regards to checking vehicles to ensure that they remain safe and legal and to help with parking and similar manoeuvres.
4. Assistance with getting to know the various features of a car or bike, and how to make the most of those features.
5. Theory presentations on items such as:
  - ◆ Bends and cornering (The Limit Point)
  - ◆ Planning and observation
  - ◆ Positioning on the road

We are also trying to get one or more local car dealers involved and hope to have one or more electric cars available for people to experience how they are driven, to discuss how they work and the advantages of going fully electric.

The event will also be a good way of meeting fellow IAM Members, the Observer Team and the Group Committee, as well as chatting about all aspects of motoring in the 21<sup>st</sup> Century.

There will be no charge for attending the event and all are welcome. More details will be provided in due course, but please put the date in your diary now, and pass on the details to any friends who may be interested. Please also let Mike Noel know if you think you will be attending, so we can gauge the level of interest.

Even better, NELE members could help make the event go smoothly by volunteering to help out on the day.

Typical tasks would be:

- ◆ Setting up and/or clearing away
- ◆ Meeting and greeting visitors
- ◆ Helping with catering
- ◆ Managing parking / vehicle movements
- ◆ Directing participants to the various events
- ◆ Demonstration drives (if you're an Observer or a First member) - suitable routes will be provided.

To volunteer, or simply to be kept up-to-date with plans, please contact the Secretary, [Mike Noel](#). Let's make this a NELE event to remember!

# Previous NELE meetings

## Motorists' First-Aid

*November 2025 — Esther Shaw*

Our speaker was Esther Shaw, a paramedic with 17 years of experience. She delivered a practical first-aid briefing aimed at helping drivers respond effectively if someone becomes unwell, collapses, or becomes unconscious in their presence. She spoke with humour and humanity, sprinkling with real-life experience. Unfortunately, there isn't the space to include those lighter elements here; it's just a top-down overview of the life-saving actions that we could all take if the need arises.

Esther explained that serious medical events often relate to three key organs: the brain, heart, and lungs. If one fails, the others follow. She outlined common causes of impairment in each:

- **For the brain:** Issues such as stroke, TIA (mini-stroke), aneurysm, tumours, seizures, and low oxygen
- **For the heart:** Arrhythmias like AF (Atrial Fibrillation) or VT/SVT (Ventricular Tachycardia / Supraventricular Tachycardia), valve issues, and MI (Myocardial Infarction) including silent MIs in diabetics
- **For the lungs:** Chronic obstructive pulmonary disease (COPD), asthma, emphysema, pulmonary embolism, collapsed lung, or environmental hazards like drowning

She emphasised the importance of recognising warning signs in people with whom we may be travelling — especially diabetics who can become confused, sweaty, flushed, irritable, or behave unusually depending on high or low blood sugar. Awareness of a person's breathing, colour, and responsiveness can indicate respiratory or neurological problems.

The session then covered the structured emergency response approach known as **C-DR-ABC**:

**C**atastrophic haemorrhage – check for severe bleeding

**D**anger – assess surroundings before approaching

**R**esponse – attempt communication and gentle stimulation

**A**irway – open and check for obstruction; do not insert fingers unless an object is clearly visible

**B**reathing – look, listen, and feel for normal breaths for up to 10 seconds

**C**irculation – check for a pulse, starting with radial and moving to carotid if necessary.

Assisted by a willing volunteer "casualty" (Graham Fennell), Esther explained how to manage an unresponsive but breathing person, including placing them in the recovery position, ensuring their airway stays clear, and using leg elevation if low blood pressure is suspected. She stressed calling 999 immediately, using speakerphone, and seeking additional help when possible.

For cardiac arrest, mouth-to-mouth is no longer advocated; chest-only compressions are recommended. With the aid of a "Resusci Annie" and NELE volunteer (Sylvia Reeves), Esther gave guidance on correct hand placement using anatomical landmarks, emphasising firm, rhythmic compressions while allowing full chest recoil. She explained how AEDs (defibrillators) operate: they deliver full voice instructions to users and only advise a shock for shockable rhythms (VF/VT) and will otherwise prompt continuous CPR (cardiopulmonary resuscitation).

Survival rates for untreated out-of-hospital cardiac arrests are low (around 3%), but immediate CPR and early defibrillation greatly improve outcomes. Esther's talk concluded with additional guidance on choking management in adults and children, stressing strong back blows, abdominal thrusts where appropriate, and maintaining safety at all times.

Although this was a serious subject, Esther's delivery made it interesting and engaging. You can see a recording of the presentation on the NELE website at <https://neleiam.co.uk/events/zoom-meeting-videos/>



# European Number Plates

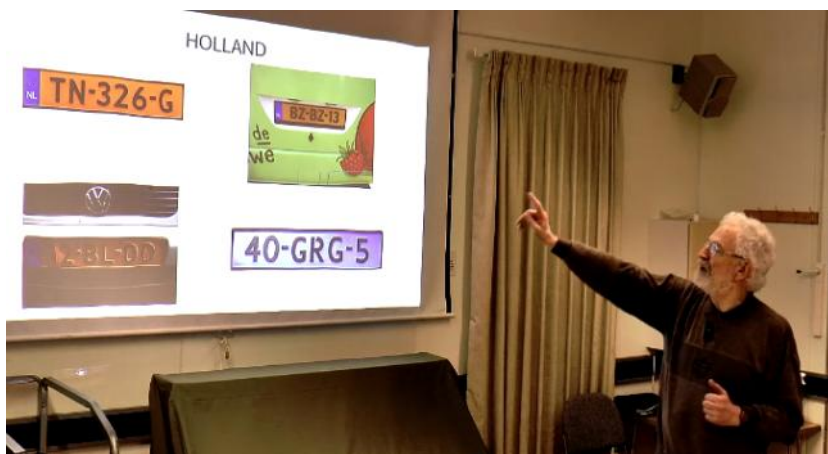
*February 2026—John Harrison*

For our February meeting, John Harrison gave an extensive overview of vehicle number plate systems across Europe, focusing on how formats differ, how plates are issued, and how personalisation works. He began by explaining the concept of “vanity plates,” first introduced in Connecticut in 1937 and now common throughout the United States and many European countries. In the UK, plates must follow prescribed formats and the “right” to a number is owned by the holder but the plate itself belongs to the government. By contrast, many European countries allow greater flexibility. Scandinavian nations often lease personal plates for limited periods rather than granting permanent rights.

John discussed how plate supply varies: in the UK, registered third-party suppliers produce plates, though concerns exist about lax regulation. Other countries rely on government-run supply, and in the US plates are often made in prisons.

His talk then moved through numerous UK regional systems. The Isle of Man, Jersey, Guernsey and Alderney all base their plates on mainland traditions but have local variations, unique symbols, and personalised numbering options. These territories commonly use “H for hired” identifiers, known locally as “horror numbers” because hire drivers are dangerously unfamiliar with an island’s local driving conditions, Low-digit prestige plates are sometimes sold at auction for high sums.

Ireland introduced its current system in 1987, using a year identifier, county code, and serial number; from 2013 onward, plates differentiate between first- and second-half-year registrations. France, Germany, Italy, and Spain all transitioned from region-based systems to national formats between the mid-1990s and late 2000s. France and Italy now use two-letter/two- or three-number combinations, while Spain adopted a vowel-free national system to avoid rude words and reduce regional rivalry over used-car sales. Germany retains regional prefixes and includes TÜV inspection seals on plates, as well as special formats for historic, electric, and personalised plates.



Belgium, Luxembourg, Switzerland, Liechtenstein, Austria, Portugal, Iceland, Sweden, Denmark, and Norway each maintain distinct systems, often with colour-coded categories for commercial, temporary, electric, or special-purpose vehicles. Several countries, including Iceland and Sweden, issue plates in randomised sequences, making age identification difficult. Many permit vanity plates within defined constraints. Some countries—Norway and Denmark among them—have complex tax-related vehicle categories identified by special plate colours.

Throughout the talk, John illustrated the systems with personal anecdotes from his personal travels, examples of unusual or rare plates, and stories of special-issue or mistakenly reissued plate series.

You can see a recording of the presentation on the NELE website at <https://neleiam.co.uk/events/zoom-meeting-videos/>

# Tales from the eastern fringes of NELE.....

*by David Rosewell*

As I drove the Toyota Yaris out of the multi-story car park and into the city traffic, I was slightly nervous. Yes, the steering wheel was on the right side and I was driving on the left but I was 8000 miles east of Theydon Bois Village Hall, the road signs looked rather different, the cars very, very small and everything was in kilometres per hour.

Thus began my first experience of driving in Japan which involved picking up a car from Kobe (home of Wagu Beef) and driving to the mountainous island of Shikoku, the smallest of the 4 principal islands of Japan and connected via a series of bridges to Honshu (the largest island which includes Tokyo). We had organised a packed holiday to Japan and whilst we visited many of the amazing tourist sites via Shinkansen (the famous “bullet train” at 180 mile an hour), we also wanted to get off the beaten track and explore some of more rural Japan which necessitated a hire car.



It was a fantastic trip in which we encountered many interesting and slightly weird things - here are some of the car related ones.....

**Paperwork** - for Japan you must get an International Driving Permit (IDP) from a branch of Paypoint which you can find at places such as the Post Office. All you need to do is show your UK licence and pay a fee. There are various types of IDP so you need to make sure that you get the right one for the country you are visiting. My first IDP had spelling mistakes so my tip is to scrutinise it before leaving the shop.

**Cockpit Drill Japanese Style** - when we collected our hire car, I was ready to do a cockpit drill but I never expected the rental car representative to do it with me. They were incredibly polite and attentive - even showing me how to operate the lights, wipers and indicators which incidentally were on the right-hand side of the steering wheel which I haven't come across since the 1990s (reminded me of my old Toyota Celica).



**Satnav in “English”** - whilst the helpful people at Toyota Rental Car had thoughtfully set the sat-nav to speak in English the map display was still in Japanese and frankly baffling (entering telephone numbers for your destination). Thankfully we were able to connect Google Maps via my phone and a “pocket WI-FI” which allowed familiar instructions and map presentation. Even so it helped to have a Co-driver who could help with interpreting the signs and unusual junctions.

**Speed limits** - as mentioned speed limits are in kilometres per hour but generally are quite low: 30kph (~20 mph) in all towns; where we were ,even the toll motorways only had a maximum of 100kph (~60 mph). Generally, the Japanese drivers stuck to the speed limits “in principle” but all seemed to drive at 10 kph (~6 mph) over all speed

limits even in the towns. This meant that even more care was needed when emerging from junctions as the traffic was often moving quicker than it should.

**Driving Etiquette** - overall our experience of the Japanese was that they were incredibly polite and disciplined, and this carried over to their driving (notwithstanding the comment on speeds). In some respects, the driving etiquette was more similar to the UK than Central Europe or the US, with generally calm progress being made and little if any tailgating. Courtesy signals seemed to be a small bow of the head if for example you let someone out into traffic.

**Mountain Road Mirrors** - up in the mountains the roads were very narrow and sometimes single track. Thoughtfully most of the blind bends had convex mirrors positioned so that you could see if there was any traffic coming the other way. It took a while to trust the interpretation of these and the safest thing was to use the "safe stopping rule" (always be able to stop in [half] the distance you can see to be clear) but with the additional safety of seeing approaching traffic early.



**Hybrid and CVT** - this was the first time I had driven a hybrid with a continuously variable transmission. The hybrid was very economical with fuel (compared to my car) and gave decent performance in town. A CVT is an automatic transmission with a drive belt and two cone shaped pulleys which give you a variable set of gear ratios. The effect is that when you are accelerating hard up a hill, the engine note remains the same as the speed increases as it is varying the gearing - odd but effective, a bit like a Japanese toilet.....

Whilst you might not have any interest in going to Japan, there are some key learning points which are transferable to other driving situations - get your paperwork in order, do a thorough cockpit drill when picking up a hire car (or even your car if someone else in the family was the last one to drive it), make use of familiar sat nav (and Co-driver) if possible, and adapt your driving to the environment and culture of the area you are in.

I'll be putting this advice to use for my next road trip which is a little closer to Theydon Bois Village Hall as it is driving to the Alps for skiing - watch this space as I will be able to report back on all season tyres amongst other things.

# I Can See Clearly Now

## Minimizing Window Condensation in Cold, Damp Weather

### From the Chief Observer

When temperatures drop and the air turns damp, many drivers find themselves battling fogged-up windows. It's more than an inconvenience — reduced visibility is a genuine safety risk. Because of that, driving with a windscreen or windows covered in condensation restricting your view is an offence under The Road Vehicles (Construction and Use) Regulations 1986 (specifically Regulation 30). The good news is that with the right use of your car's heating, air-conditioning, and a few simple tools, you can keep your windows clear and your journey safer.

### Why Condensation Happens

Condensation forms when warm, moist air inside the car meets cold glass. Everyday activities — breathing, wet clothing, pets, even takeaway coffee — add moisture to the cabin. If that moisture has nowhere to go, it ends up on your windows—similar to holding a cold plate in front of the spout of a boiling kettle.

### Use Your Heater and Air Conditioning (A/C) Together

It might feel counterintuitive, but your car's air-conditioning system is one of the most effective tools for clearing condensation, even in winter. Many people wrongly think that the main purpose of A/C is to cool the car. It's not — the secret is in its name: *Air Conditioning*. The A/C unit removes *moisture* from the cabin: on a warm day, you'll often find a pool of water under a parked car at the end of a run as it continues to drain from the A/C unit. On a chilly day, A/C can help remove moisture from the cold air in the cabin.

### Getting started on a cold day

Assuming you've not got an electric vehicle, your first priority is to get the engine running! It's always possible that the battery might not be in tip-top condition; get the engine started so that the alternator is generating power before you turn on accessories. Modern cars also clear faster once the engine produces steady heat.

#### 1. Start with the heater

- Turn the heater on and direct warm air toward the windscreen.
- Warm air holds more moisture, helping lift condensation from the glass.

#### 2. Add the air-conditioning

- Switch on the A/C (or Climate Control) to dehumidify the air.
- The A/C removes moisture before the air reaches the windows, speeding up the clearing process.

#### 3. Use the “demist” setting

- Most cars have a dedicated windscreen demist mode (note the curved top to the icon)
- This automatically balances heat, airflow direction, and A/C to clear the glass quickly.
- Turn this off once the screen is clear to enable the cabin to be warmed.



#### 4. Avoid recirculation

- Make sure the recirculation button is **off**.
- Recirculating air traps moisture inside the cabin, making fogging worse.
- Fresh air from outside helps flush out humidity.



## Preparation is part of the cure

### Keep Moisture Out of the Cabin

- Even the best climate controls struggle if the car is full of damp air.
- Dry off before getting in
- Shake off umbrellas, brush snow or rain from coats, and avoid leaving wet items on seats.

### Check for hidden moisture

- Damp floor mats, leaks around doors, or blocked drainage channels can all raise humidity levels.

### Use In-Car Dehumidifiers

- Small, inexpensive dehumidifier bags or reusable moisture absorbers can make a big difference by passively pulling moisture from the air when the car is parked. This reduces the amount of humidity that builds up overnight.
- Place them on the dashboard, under seats, or in cupholders — anywhere with good airflow. Make sure they're in place before a cold, damp night is forecast.
- Replace or recharge them as recommended on their packet — typically a short time in the microwave

## A Few Extra Tips

- Clean your windows: Dirt and film attract moisture, so a clean windscreen fogs less.
- Crack a window briefly: A small opening can quickly balance humidity levels.

## Clear Windows = Safer Driving

Managing condensation isn't complicated — it's about controlling moisture and airflow. By using your heater and A/C together, avoiding recirculation, and keeping humidity low with dehumidifiers, you can keep your windows clear and your visibility sharp throughout the colder months.

## Thank you letter from the Commonwealth War Graves Foundation

I am writing to express my thanks for your donation to the Commonwealth War Graves Foundation (CWGF) which we received from North East London & Essex Group of Advanced Motorists. (*Donation in respect of their speaker at the 11th November meeting—Ed.*)

The CWGF is the charitable arm of the Commonwealth War Graves Commission (CWGC) - a global leader in commemoration. Founded by Royal Charter in 1917, the CWGC works on behalf of the Governments of Australia, Canada, India, New Zealand, South Africa and the United Kingdom to commemorate the 1.7 million men and women from the Commonwealth who lost their lives in the two World Wars. The CWGF aims to engage and educate new and established audiences with the work of the CWGC, and through the inspiring stories of those who gave the ultimate sacrifice.

Your donation today means that we can continue our work. Since the charity was founded in 2017, the support we have received has meant that we have been able to fund a number of key projects - from our Guides in France and Belgium, our Eyes On Hands On volunteers and Speakers and Tour Guide Programme, to young women and girls who discovered the story of female British spy Noor Inayat- Khan through workshops and an interactive exhibition.

I understand that your donation was a result of a talk to North East London & Essex group of advanced motorists by one of our Volunteers. I hope you enjoyed your talk and that we will see you again soon.

As the CWGF continues to grow, we are excited to see what opportunities arise in the future. Thank you for playing a part in helping us inspire, inform, educate, involve and engage people with stories of sacrifice that must never be forgotten.

To find out more about how you can support the CWGF, please [follow this link here](#).

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

Registered Charity Number: 1056280

**2026 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 in the **Small Hall, Theydon Bois Village Hall, Coppice Row, Theydon Bois CM16 7ER** at

**7.30 p.m. on Tuesday 14<sup>th</sup> April 2026**

to enable the Trustees of the Group (Registered Charity Number: 1056280) to present their Annual Report and Accounts for the year ended 31<sup>st</sup> December 2025 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 passcode as set out on page 3 of *RoadWorthy*.

*Mike Noel*

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

13.02.2026

**Agenda**

1. Apologies for absence
2. Minutes of previous AGM of **Tuesday 8<sup>th</sup> April 2025**
3. Matters arising from the 2025 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.
  - **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.
6. Election of officers
7. Election of committee members
8. Any other Business

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.

The 2025 AGM minutes were included in the previous edition of *Roadworthy*. They may also be viewed online at: <https://neleiam.co.uk/agm2026/>, together with the accounts for 2025, copies of which will also be available at the meeting.

The AGM will be followed by a talk by (and a chance to meet) **Carl Sturman**, our Area Service Delivery Manager, from IAM RoadSmart.



## Election of Committee -2026

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

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

**Nominations must be returned to the Group Secretary by post, in person or by email to secretary@neleiam.co.uk to be received no later than Tuesday 7<sup>th</sup> April 2026. 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.

<b>CURRENT OFFICERS</b> (All Officers retire annually and may offer themselves for re-election)		
<b>Chairman</b>	Paul Gillett	Will stand
<b>Secretary</b>	Mike Noel	Will stand
<b>Treasurer</b>	Graham Fennell	Will stand

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

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

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

- ▶ **Committee Members Retiring by Rotation and Standing for Re-Election:**  
Pete Minvalla
- ▶ **Committee Members Retiring by Rotation and Not Standing for Re-Election:**  
None
- ▶ **Committee Members Not Retiring and Number of Years Remaining before retiring by rotation:**  
Colin Savidge (1), Chris Rodwell (2), Paul Heasmer (2),

## Committee Nomination Form

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

# POWDERY Check



## Petrol (or other fuel)

Have you got enough petrol, diesel or battery for your journey?



## Oil

Check that you have the right amount of oil. Refer to the owner's manual for how to do this for your specific car. Be aware of the other sorts of oils/fluids to check: clutch fluid, engine oil, gearbox oil, power steering fluid, most of which can be checked with a glance at the reservoir.



## Water

Is there enough fluid in your screen wash reservoir? Being empty could cost you a fixed penalty notice. Also do you have enough engine coolant? This is best checked cold, and don't remove the cap whilst the engine is warm as it is under pressure.



## Damage

A quick visual check for any fresh damage, such as wheels, tyres, mirrors, lights or anything hanging below the vehicle?



## Electrics

Are all your lights – interior and exterior – working? Don't forget the reversing light and warning lights! Does your horn work?



## Rubber

Check your tyres including the pressures and tread, tyres must have a tread depth of at least 1.6mm. Also make sure there are no cuts and bulges. Also see if your windscreen wiper blades are ok – not nicked or cracked.



## Yourself

Make sure you are fit to drive. Is your mental health okay? Were you drinking last night? Are you on any medication which might dull your reaction time?



**This acronym is for the regular checks you should do before a long journey and at least every two to three weeks in between, to ensure you and your car are fit for the road.**

**iam**  
RoadSmart

# Government's New Road Safety Strategy

The Government has announced a new road safety strategy that aims to reduce the number of people killed or seriously injured (KSI) on roads in Great Britain (GB). With an average of 4 lives lost daily in 2024, this strategy sets GB-wide targets to cut KSIs by 2035. It can be found at <https://assets.publishing.service.gov.uk/media/695e2cff8832ab3a48513809/road-safety-strategy.pdf>

It commits to review policy areas such as the safety of young and novice drivers, older drivers and motorcyclists, to shape smarter, evidence-led interventions.

The strategy sets out a range of policies to support this aim and to improve overall road safety. It focuses on 4 themes:

- supporting road users
- taking advantage of technology, innovation and data for safer vehicles and post-collision care
- ensuring infrastructure is safe
- robust enforcement to protect all road users

For each of these themes, policy areas, interventions and commitments are identified.

The strategy also summarises the case for change, identifies road safety targets and outlines an approach to monitoring the progress made in meeting objectives.

Alongside the strategy, 5 consultations have been launched on ):

- ◇ [motoring offences](#)
- ◇ [introducing a minimum learning period for learner drivers \(category B driving licence\)](#)
- ◇ [introducing mandatory eyesight testing for older drivers](#)
- ◇ [improving moped and motorcycle training, testing and licensing \(categories AM, A1, A2 and A driving licence\)](#)
- ◇ [mandating vehicle safety technologies in GB type approval](#)

Readers of the online version of *Roadworthy* can access those consultations by clicking on the links. This is a rare opportunity to engage with major changes in road safety

## REACTION: IAM RoadSmart Welcomes Government's New Road Safety Strategy

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: “*After what can be described as a lost decade in terms of reducing the number of killed and seriously injured on the roads, we welcome the Government’s commitment to ambitious targets and robust policies to make our roads safer. The strategy focuses on all key aspects including behaviours, training, vehicle technology and enforcement – all of which play a crucial role in keeping us safe on the road. An emphasis on younger drivers and motorcycle safety is particularly positive, considering these are some of our most vulnerable road users. We’re also pleased to see action being taken on drug driving, which is a growing menace and by giving police additional powers to take action against those caught at the roadside, it will serve notice that such dangerous behaviours will not be tolerated.*”

# The New Year NELE IAM QUIZ

13<sup>TH</sup> JANUARY 2026 with Graham Fennell

## ROUND 1 – THE NUMBER 13

All the questions have something to do with the number 13

- 1 When was the Apollo 13 Space Mission – Month and Year required?
- 2 What are the prime numbers immediately before and after 13?
- 3 In the Periodic Table, which element is number 13?
- 4 What is a fear of the Number 13 called?
- 5 The US Flag has 13 stripes on it. 7 are red and 6 are white. What do these stripes represent?
- 6 What was the 13<sup>th</sup> official James Bond movie?
- 7 Is there a Number 13 Downing Street in London? Yes or No?
- 8 “By law, all buildings in the US with more than 13 Floors do not have a 13<sup>th</sup> floor”. True or False?
- 9 Which goalkeeper wore the Number 13 jersey in the 1966 England World Cup squad?
10. Which numbers are either side of the Number 13 on a dartboard?

## ROUND 2 - THE LAST 50 YEARS (1975 – 2025)

All these events happened in the last 50 years

1. On 13<sup>th</sup> July 1985, Live Aid took place at 2 venues, one in the UK and one in the USA. Where were both of these venues?
2. In 2025 England’s Women won both the UEFA Women’s Euro 2025 and Women’s World Rugby Cup 2025. Who did they beat in each of the finals?
- 3 In what year did the Berlin Wall fall?
4. When was the wedding of Prince William to Catherine Middleton?
5. Louise Joy Brown became the First “Test Tube Baby”. But in which year was she born?
6. Who was sworn in as the 44<sup>th</sup> President of the USA on 20<sup>th</sup> January 2009?
7. When was the Chernobyl nuclear explosion?
8. Who was released from Victor Verster Prison on 11<sup>th</sup> February 1990?
9. The Rubik’s Cube was launched internationally in 1980. However, what was it called before that?
10. When did Britain hand Hong Kong back to China?

## ROUND 3 – CHRISTMAS NUMBER 1’S

Below are 20 Christmas Number 1 Singles as listed on the Official UK Charts.

Also shown are the years that they were Number 1. Can you match the years to the songs? Only use the years shown at the top of the next page as the answers

ARTIST	SONG TITLE	YEAR
1. Al Martino	Here in My Heart	
2. Alexandra Burke	Hallelujah	
3. Band Aid	Do They Know It’s Christmas	
4. Band Aid 20	Do They Know It’s Christmas	
5. Cliff Richard	Mistletoe and Wine	
6. Ed Sheeran	Perfect	
7. Elvis Presley	Return to Sender	
8. Harry Belafonte	Mary’s Boy Child	
9. Johnny Mathis	When a Child Is Born (Soleado)	
10. Kylie Minogue	XMAS	
11. Military Wives ft. Gareth Malone	Wherever You Are	
12. Queen	Bohemian Rhapsody	
13. Shaking Stevens	Merry Christmas Everyone	
14. Slade	Merry Xmas Everybody	
15. Spice Girls	2 Become 1	
16. St Winifred’s School Choir	There’s No One Quite Like Grandma	
17. The Beatles	I Want To Hold Your Hand	
18. The Scaffold	Lily The Pink	
19. Wham	Last Christmas	
20. Whitney Houston	I Will Always Love You	

1952	1957	1962	1963	1968	1973	1975	1976
1980	1984	1985	1988	1992	1996	2004	2008
2011	2017	2024	2025				

## ROUND 4 – HIGHWAY CODE

All the questions are taken from the current version of “The Official Highway Code”

1. Rule H2, relating to the Hierarchy of Road Users mentions Drivers, Motorcyclists, Horse-Drawn Vehicles and Cyclists. However, there is one other group of Road Users mentioned in this Rule. Who are they?
2. Under the Rules for Pedestrians, there is a section relating to crossings. How many different types of crossing are mentioned in this section?
3. What MUST a cycle built in the last 40 year have if ridden at night?
4. If a Motorcyclist is carrying a pillion passenger, how MUST they sit?
5. When MUST you NOT use your horn, except when another road user poses a danger?
6. What is the maximum speed a car towing a caravan or trailer can legally go on a motorway
7. What is the typical stopping distance for a car travelling at 70mph?
8. How much room should you leave when passing and at what speed should you pass horse-riders and horse-drawn vehicles?
9. In icy and snowy weather, what MUST you do before you set off?
10. What are the only 2 round traffic signs giving orders in the Highway Code that have some yellow on them?

## ROUND 5 – GENERAL KNOWLEDGE

A variety of questions with no particular topic in mind

1. What is the maximum score a snooker player can achieve once ALL the red balls have been potted (excluding any foul shots)?
2. If you exclude any capital letter where you can fill in a hole in the letter (*e.g.* A, B, D etc), there are only 5 countries in the World that you can make using the remaining letters. Can you list at least 3 of these?
3. Who are the 4 US presidents carved into the mountain at the Black Hills, South Dakota
4. What is the capital of Australia?
5. Which planet is closest to the Sun?
6. What is the name of the wizarding school in the Harry Potter series?
7. What is the term for 3 Strikes in a row in 10 Pin Bowling?
8. Which colour is at the top of a rainbow?
9. In social media and online, what does the abbreviation ROFL mean?
10. The first Full Moon of 2026 was on the 3<sup>rd</sup> of January. It was also a Supermoon. By which other name is this Full Moon also known?



Graham Fennell—  
Quizmaster extraordinaire

Alert contestants 1



Alert Contestants 2



**Answers overleaf**

# NELE – IAM – QUIZ ANSWERS

## ROUND 1 – THE NUMBER 13

All the questions have something to do with the Number 13

1. 11<sup>th</sup> April 1970 – 17<sup>th</sup> April 1970
2. 11 and 17
3. Aluminium
4. Triskaidekaphobia
5. The 13 Original Colonies that formed the US
6. Octopussy
7. No
8. False (Many do not have a 13<sup>th</sup> Floor but many do).
9. Peter Bonetti (“The Cat” – Obviously not superstitious) (Note Gordon Banks wore No. 1 and Ron Springett wore No. 12)
10. 4 and 6

## ROUND 2 - THE LAST 50 YEARS (1975 – 2025)

All these events happened in the last 50 years

1. UK – Wembley Stadium in London  
USA – John F Kennedy Stadium in Philadelphia
2. UEFA Cup – Spain (1 all at Full time) but 3-1 on Penalties  
Rugby Cup – Canada 33 – 13
3. 1989 (9<sup>th</sup> November 1989) (Note – It was constructed in 13<sup>th</sup> August 1961)
4. 29<sup>th</sup> April 2011
5. 1978 (25<sup>th</sup> July 1978)
6. Barack Obama
7. 26<sup>th</sup> April 1986
8. Nelson Mandela
9. The (Hungarian) Magic Cube
10. 1<sup>st</sup> July 1997

More alert contestants



## ROUND 3 – CHRISTMAS NUMBER 1'S

ARTIST	SONG TITLE	YEAR
1. Al Martino	Here in My Heart	1952
2. Alexandra Burke	Hallelujah	2008
3. Band Aid	Do They Know It's Christmas	1984
4. Band Aid 20	Do They Know It's Christmas	2004
5. Cliff Richard	Mistletoe and Wine	1988
6. Ed Sheeran	Perfect	2017
7. Elvis Presley	Return to Sender	1962
8. Harry Belafonte	Mary's Boy Child	1957
9. Johnny Mathis	When a Child Is Born (Soleado)	1976
10. Kylie Minogue	XMAS	2025
11. Military Wives ft. Gareth Malone	Wherever You Are	2011
12. Queen	Bohemian Rhapsody	1975
13. Shaking Stevens	Merry Christmas Everyone	1985
14. Slade	Merry Xmas Everybody	1973
15. Spice Girls	2 Become 1	1996
16. St Winifred's School Choir	There's No One Quite Like Grandma	1980
17. The Beatles	I Want To Hold Your Hand	1963
18. The Scaffold	Lily The Pink	1968
19. Wham	Last Christmas	2024
20. Whitney Houston	I Will Always Love You	1992

## ROUND 4 – HIGHWAY CODE

All the questions are taken from the current version of “The Official Highway Code”

1. Horse Riders – (Rule H2)
2. 8 / 9 – Zebra, Traffic Lights, Pelican, Puffin, Toucan, Equestrian, Staggered Pelican or Puffin, Controlled by an Authorised Person (Rules 18 – 30)
3. A White Front and Red Rear Light as well as a Red Rear Reflector and Amber Pedal Reflectors. (Rule 60)
4. Astride the Machine on a Proper Seat. (Rule 85) Note they should face forward with both feet on the footrests
5. While stationary on the road or when driving in a built-up area between the hours of 11.30 pm and 7.00 am. (Rule 112)
6. 60 mph (Rule 124)
7. 96 metres (or 315 feet) (21m Thinking Distance and 75m Stopping Distance). (Rule 126)
8. 2 Metres and at a speed under 10 mph. (Rule 183)
9. You must be able to see, so clear ALL snow and ice from all your windows, and you MUST ensure that lights are clean and number plates are clearly visible and legible (Rule 229)
10. “School Crossing Patrol” and “No Vehicles Carrying Explosives” (Page 124)

## ROUND 5 – GENERAL KNOWLEDGE

A variety of questions with no particular topic in mind

1. 34 (Black and then all the colours in sequence) (7+2+3+4+5+6+7)
2. CHILE – FIJI – LIECHTENSTEIN – YEMEN – SEYCHELLES
3. George Washington, Thomas Jefferson, Theodore Roosevelt and Abraham Lincoln
4. Canberra
5. Mercury
6. Hogwarts
7. Turkey (a sort of Festive Question)
8. Red
9. Rolling On the Floor Laughing
10. Wolf Moon

### AN AMERICAN CURE FOR ROAD HOGS

*from John Harrison*

A new method of making reckless motorists realize the danger they cause by furious driving has been instituted by a certain Judge Skelk, of Chicago. Arguing that the greatest determining factor of conduct is the ability to visualise the results thereof, he sentenced eight motorists who were brought before him for reckless driving to go to the local morgue and be forced to look at the corpse of an unfortunate person who had been killed in a road accident.

While hardly suggesting such methods in this country (sic), there is no doubt that much of the careless handling of cars is due to the inability of people to imagine what the results of their foolishness may be until it is suddenly brought home to them.

“The Motor” – 31 December 1919

# NELE Zero Tolerance policy

In line with IAM RoadSmart's Zero Tolerance policy against bullying and harassment, NELE Advanced Motorists is committed to creating and maintaining a safe and respectful environment for all our members whom we rely upon to uphold this standard. We would like to outline NELE's policy here:

## ***What are bullying and harassment?***

- **Harassment** is any unwanted conduct related to a person's protected characteristic (such as age, gender, race, or disability) that creates an intimidating, hostile or offensive environment.
- **Bullying** is offensive, intimidating, malicious or insulting behaviour, and the abuse or misuse of power that can undermine or humiliate an individual. This includes cyberbullying through email, social media and instant messaging which is equally unacceptable.

## ***Unacceptable behaviours include but are not limited to:***

- Offensive remarks, jokes, or insults.
- Spreading malicious rumours or gossip.
- Exclusion or social isolation.
- Excessive or unjustified criticism or monitoring.
- Threats, intimidation, or other aggressive actions.

## ***What we aim to achieve through this policy***

A positive and productive place (be it social or work) depends on mutual respect and professional conduct by everyone. By acting with kindness and consideration we can collectively prevent and address bullying and harassment.

Please take a moment also to re-familiarize yourself with IAM RoadSmart's Zero Tolerance Position Statement on their website.

Thank you for your cooperation in ensuring NELE Advanced Motorists remains a safe and welcoming space for all.

**NELE Committee**

13/01/2026

# How IAM RoadSmart Changed the Way I Drive

## - *and the Way I Think*

I thought I was a decent driver. Like most people, I'd been driving for years without incident and assumed experience naturally meant skill. Training for the IAM RoadSmart course showed me just how wrong that assumption was and it genuinely changed my life.

The way I drive now is completely different to how I used to drive. Not just in small adjustments, but in mindset, awareness, and confidence. Driving is no longer something I simply do; it's something I actively manage.

One of the biggest changes came from learning and applying the IPSGA system — Information, Position, Speed, Gear, Acceleration. What surprised me most is that this system isn't something you switch on and off. It runs continuously throughout every drive; from the moment you set off to the moment you stop.

I'm constantly taking in information — reading the road ahead, anticipating hazards, understanding what other road users might do before they do it. My positioning now has purpose, not habit. Speed is chosen deliberately, not reactively. Gears are selected to give me control and flexibility, and acceleration is smooth, planned, and safe.

Before IAM, I drove through situations. Now, I drive ahead of them.

This shift hasn't just made me a safer driver, it's made me calmer. I'm less stressed, less rushed, and far more confident. Traffic doesn't frustrate me in the same way because I feel prepared for it. I'm no longer reacting at the last second; I'm already ready.

Achieving a F1RST on the course was a huge moment for me, but it didn't happen by chance. It's entirely down to the guidance, patience, and encouragement of my Observer, Paul Heasmer. Paul didn't just teach me how to pass a test, he taught me how to understand driving at a deeper level. His knowledge, clarity, and ability to explain not just what to do but why made all the difference.

IAM RoadSmart training hasn't just improved my driving; it's reshaped how I approach responsibility, awareness, and decision-making on the road. Every journey now feels purposeful, controlled, and safe, for me and for everyone else around me.

I honestly can't imagine driving the way I used to again.

I make every drive an IAM drive.

*Jay Belshaw*

## From The Editor

Thanks to all the contributions this month—a broad spread of topics and authors. Long may it continue! In keeping with the times, I've been informed that a couple of the articles were initially drafted using AI and then edited for style. Can you work out which they were?

I'm looking forward to receiving short reports from members who participate in NELE's special Driving Day on Sunday 31st May. Whether you're one of "the team" or a participant, I'm sure that other members will be interested to hear how you felt about the event. Go on! Make them jealous if they didn't turn up!

It's also always interesting to read about members' fresh undertakings. Whether it's a new car with different technology, driving in an unfamiliar environment or brushing up on old skills with a refresher run, NELE, members will be eager to hear about your experiences.

Just send them to me at [editor@neleiam.co.uk](mailto:editor@neleiam.co.uk). Word or Text format is fine. Feel free to include pictures in jpg, png or similar format, one file per picture. Please? Pretty please??

## New Associates

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

<b>NAME</b>	<b>FROM</b>
Parvez Ahmed.....	Chadwell Heath
Adrian Avrigean .....	City Road
Rob Broomhead .....	London
Charles Churchill .....	Islington
Robert Dean .....	Islington
Chris Dines .....	Hoddesdon
Devendranath Dooleea .....	Enfield
Paul Frankenberg .....	Whetstone
Martin Harris.....	Baltimore Wharf
Frances Heigham .....	Muswell Hill
Nazmul Islam.....	Newham
Lawrence King .....	Hornchurch
Alison Lawrence .....	Epping
Frank Longsworth .....	Woodford Green
Nila Modi .....	Barnet
Christine Nyafwono .....	Dagenham
Andrey Pavlov.....	Finchley
Terence Paxton.....	Hornchurch
Tom Proffitt .....	Barnet
John Salton .....	Ilford
Jacy Templeton.....	Hackney
Priya Thethi .....	Haringey
Jingxin Wang .....	Hackney
Graham Woodman .....	Loughton
Aoran Zhang.....	Woodford Green

It is a busy time for NELE with so many new Associates. Our small team of enthusiastic Observers is currently somewhat overwhelmed. This means that unfortunately, there's a delay in allocating Associates for their Observed Drives  
Please bear with us as we deal with the backlog.

## Recent Passes

Since the last edition of *Roadworthy*, twelve Associates have passed their Advanced Tests and are now full members of IAM RoadSmart.

Name	Observer	Examiner
Dafin Aziz.....	Chris Rodwell .....	Colin Underwood
Jon Claypole.....	Paul Heasmer .....	Paul Mostyn
Richard Day .....	Chris Rodwell .....	Colin Underwood
Lys De Beaumont .....	David Rosewell .....	Paul Mostyn
Steve Helkin.....	Paul Heasmer .....	Colin Underwood
Ron Mehta .....	Paul Heasmer .....	Colin Underwood
Loretta Mitchell-Mahmud ....	Paul Gillett .....	Alan Murray
Jasmine O'Garro .....	John Baxter .....	Colin Underwood
Michael Parry (First).....	Paul Gillett .....	Colin Underwood
Steven Taylor.....	Paul Gillett .....	Paul Mostyn
Enis Troci.....	Chris Rodwell .....	Colin Underwood
Lard Van Den Berg .....	Paul Heasmer .....	Tom Duggan

Congratulations to all of them, and thanks to their Observers!

NELE currently has 10 National Observers and four Trainee Observers. We urgently need to have more! If you are an Advanced Driver, you can take your journey up a gear by becoming an Observer. You'll go through a training programme which develops your coaching skills and includes a final assessment with an independent IAM Assessor. Upon completion of the course, you'll be awarded your National Observer certificate which is a qualification recognised by the Institute of the Motor Industry (IMI).

You will be fully supported by NELE as you work towards achieving the qualification. Contact [Paul Gillett](#), Chief Observer for more details.

## Chairman's Chat

Pettigrew has told me that there's not a lot of space left for my contribution this month, which is good news!

At least there's enough to encourage you to join us for our special event at Theydon Bois on Sunday 31st May. It's not often that we get the opportunity to get together for a driving event, so this should be a particularly good day. The Village Hall is ideally situated close to some highly enjoyable roads through glorious Essex countryside and Epping Forest, so let's keep our Observers busy. There will also be practical demonstrations of useful skills like dealing with punctures, POWDERS and similar regular vehicle checks, together with some illustrated presentations on Advanced Driving (and Riding!) topics. Come along; feel free to bring your non IAM friends—it's a day out for everyone.

By the time that event comes around, we will have held our Annual General Meeting with a special after-event speaker representing IAM RoadSmart Head Office, Carl Sturman, who recently took up the role. It should be interesting to hear of any developments that can be expected, together with his first impressions of his new rôle. See you there?

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*Views expressed in this newsletter are those of individual contributors and not necessarily those of NELE IAM or IAM RoadSmart unless so stated.*

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

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