

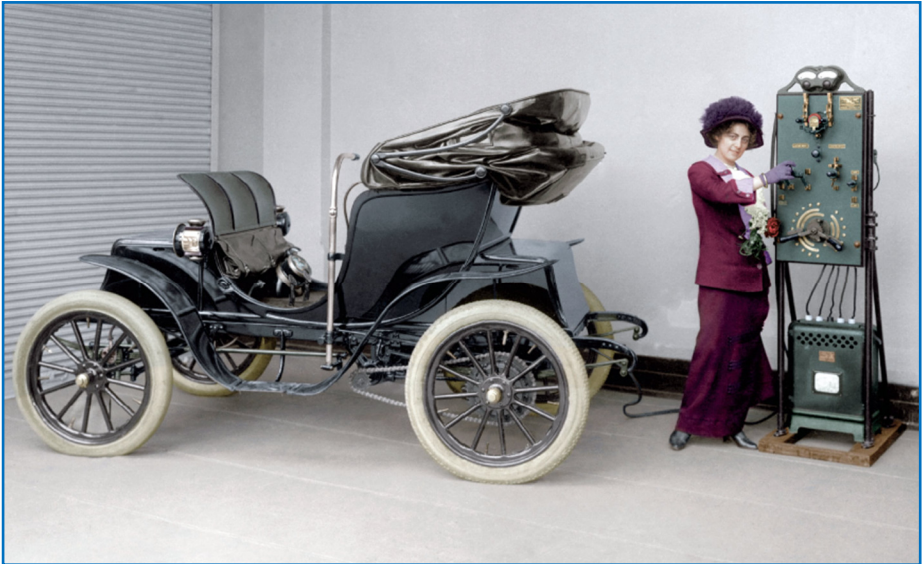
Autumn/Winter 2024

iAM
RoadSmart

Official Provider

Forward Vision

Newsletter of **The Chelmsford & District Group of Advanced Motorists**



This is what charging a car in the 1912's looked like

© Sunday Times 'Driving'

*EV's. Are we going Back to the Future, or Forward to the Past?
The great debate—see page 23.*

Website:

www.iamchelmsford.org.uk



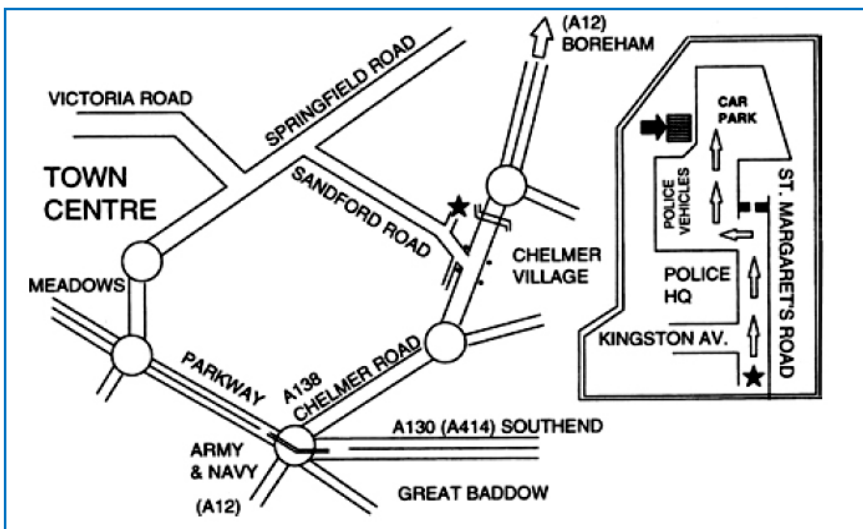
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IAM Group 7223

Registered Charity No 1059372

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Group Nights

Our Group Nights are held on the **second Monday** of each month (with the exception of August) at the **Essex Police Sports and Social Club in St. Margaret's Road, Chelmsford, CM2 6DS** which has excellent facilities. We're a friendly bunch, so don't worry about coming on your own. A warm welcome awaits you, and after signing in and purchasing a raffle ticket (not compulsory) you can get a drink at the bar. A £1 entry fee includes tea, coffee or hot chocolate half way through the evening.

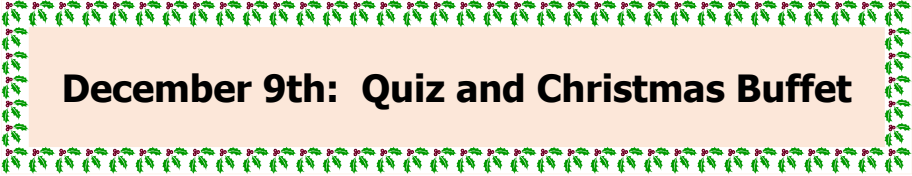
Directions to Venue: See map opposite. Postcode CM2 6DS takes you to St. Margaret's Road. Turn left into Police HQ at the end of St. Margaret's Road, and then follow the road to the right and park in front of the Social Club.

what3words: lucky.stable.snow

Associates, Full Members & Guests Welcome

Group Nights are held on the **second Monday of each month** (*no meeting in August*). They start **promptly at 8 pm** and so please arrive at around **7.45 pm**.

Next meeting:



December 9th: Quiz and Christmas Buffet

Dates for 2025 therefore are:

**January 13th, February 10th, March 10th, April 14th,
May 12th, June 9th, July 14th, September 8th,
October 13th, November 10th and December 8th**

Notice—Data Protection Act: Records are held of members' personal details submitted on their application form. The information will be used solely for the Group's administration purposes and will not be passed to any third party.

Please notify any changes in personal details—including email address - to:
Membership Secretary, Chelmsford Advanced Motorists, 21 Great Gardens Road,
Hornchurch, RM11 2BB. **E-mail: m.gilbert21@yahoo.com**

Chair's Update



For those of you who were unable to attend our AGM, we remembered 23/24 as a fun-packed and successful year. Group Nights were well attended, and we enjoyed a range of diverse speakers including - but not limited to - the history of the Land Rover, electric vehicles, Routemaster buses, the work of the Essex Police Marine Unit, aspects of cornering and a pre-Christmas celebration with buffet and classic car slideshow. It was particularly pleasing that one or two of the best presentations came from our own members (more please!). We are now more able to cover for the occasional presenter 'no show.'

Our successful appeals last year attracted more talented individuals to join your committee. Jen MacLellan was a welcome addition, and the committee quickly took the decision to revert to twice-yearly hard copy 'Forward Vision' magazines (Spring and Autumn) as it became apparent that not everyone was able to access our e-mails or were unable to take in a lot of information on screen and this has ensured that everyone is kept in the loop. Should you not wish to receive a hard copy, please advise Mick Gilbert (Membership Secretary) and you will receive your copy electronically.

At the AGM, I also thanked all our committee members and volunteers who give up their free time for the greater good. I particularly offered thanks to the following individuals:

Frank Ferguson (Secretary) for keeping us on track, recorded – and legal!

John Johnstone (Treasurer) for keeping the books straight.

Graham Lowe – for keeping us skilled and well observed.

Terry Joyce (Group Contact) for managing the enquiries, sending out our regular emails and keeping on top of our website.

Mick Gilbert for keeping our membership list up to date.

Malcolm Kentish – who is out every summer, flying the IAM banner at various events.

Pat Clements – the voice of experience, keeping an eye on all of us.

Nicola Hyland, husband Terry and daughters Kirsty and Kerry for their work with the Young Drivers Scheme (YDS) (see page 31).

And, of course, to our team of Observers, and anyone I may have overlooked.

The Committee has now been augmented by Les McDonald and Andy Nicholson and you will find details of our duly elected Committee for 24/5 on page 7.



Following discussions at our recent committee meeting when we reflected on group night presentations, it was agreed unanimously that Members and Associates would welcome a complimentary copy of the most recent Highway Code. You will therefore find one enclosed with this magazine. Do share this with other interested family members. Please also continue to support Chelmsford IAM Group in any way you can whether by attending Group Nights or suggesting future presenters, authoring articles for the magazine, or by encouraging family members to consider improving their driving skills.

Also, as we are a charity—and provided you are a UK taxpayer—, please consider completing a Gift Aid form if you have not already done so. This enables us to reclaim the tax you have paid on your membership fee/donation for the current tax year, as well as for the previous 4 years if appropriate. You will find the form on page 29.

Des Shillingford

Group Chair

Minutes of The Chelmsford & District Group of Advanced Motorists 28th Annual General Meeting—10th June 2024

Apologies for absence - J. Johnston

Adoption of the Minutes.

Minutes of the previous AGM were accepted – the motion to accept the Minutes was proposed by Frank Ferguson and was passed without objection.

Matters Arising. There were none.

Reports from the Chairman & Treasurer.

These were distributed at the meeting. The motion to accept the reports was proposed by Frank Ferguson and passed without objection.

Financial Report for year ended 31 March 2024.

The accounts were distributed at the meeting. The motion to accept the accounts was proposed by Frank Ferguson and was passed without objection.

Election of Officers

The Chair (Des Shillingford), Vice Chair (Frank Ferguson), Secretary (Frank Ferguson) and Treasurer (John Johnston) all retire. Des Shillingford, Frank Ferguson and John Johnston offered themselves for re-election, and all three were elected unopposed as follows:-

Chair – Des Shillingford. Proposed by Frank Ferguson and seconded by Graham Lowe.

Vice Chair – Frank Ferguson. Proposed by Des Shillingford and seconded by Martine Compton.

Secretary – Frank Ferguson. Proposed by Noel Mead and seconded by Pat Clements.

Treasurer – John Johnston. Proposed by Graham Lowe and seconded by Steve Wright.

Election of Committee Members

As dictated by the rules, approximately one third of ordinary Committee members retire each year by rotation. Retiring this year is Terry Hyland who offered himself for re-election and was re-elected unopposed. The motion was proposed by Andy Nicholson and seconded by Jen MacLellan.

Additional members joining the committee were elected as follows:- Pat Clements was proposed by Malcolm Kentish and seconded by Frank Ferguson, Andy Nicholson was proposed by Frank Ferguson and seconded by Jen MacLellan and Les MacDonald was proposed by Des Shillingford and seconded by Terry Joyce.

Any Other Business. A question was raised about the relatively large amount of funds the group holds (some £16k+), and a discussion ensued as to using some of the money to encourage younger drivers to take the IAM test. It was generally thought that the degree of interest by younger drivers was quite low and that there was likely to be a relatively low take up. However, the committee will look at ways of encouraging this group.

A question was asked about whether life members names should be listed in Forward Vision. It was agreed that this will be investigated by the committee in due course.

The Committee subsequently discussed and agreed that the names of life members will be listed annually in Forward Vision (see page 10).

The Committee also agreed that with immediate effect and upon them passing the IAM Test, the Group would refund 50% of the total course fees to those under the age of 26 years at the date of taking the test. Members are asked to promote this opportunity to younger drivers!

Summary of the Treasurer's Report

The Treasurer reported that the surplus for the year of £540.91 includes investment returns, and that funds now total £16,192.66. He also reported that it is the wish of the Charity Commission that we do not retain a high level of assets as these should be used by the Charity for its stated purpose. To comply with this requirement, the committee of the Group is continually looking at further ways of using the funds we have to promote our objectives and suggestions are always welcomed from our members.

In respect of the Social Account, there was a small surplus last year and the funds in this account are £3,183.33.

The Treasurer advised that the Group's accounts for the year ended 31 March 2024 have been reviewed by an Independent Examiner and they have received a clean bill of health!

Your Committee (as from June 2024)



Des Shillingford
Chair



Frank Ferguson
Vice Chair/Secretary



John Johnston
Treasurer



Graham Lowe
Chief Observer



Terry Joyce
Group Contact/Website
Manager



Mick Gilbert
Membership Secretary



Malcolm Kentish
Outside Events &
Marketing



Terry Hyland
YDS



Jen MacLellan
Editor—Forward Vision



Pat Clements



Andy Nicholson



Les McDonald

New Associates

Welcome to our most recent Associates and full Members. Do please join us at one of our Group Nights or upcoming Events—you will be most welcome!

Alastair Brazier
Martin Clark
Benjamin Falcus
Helen Frankland
John Greenaway
Hugh Howitt
Finn Rehal
Alicia Stewart
Julie Weedon

Roll of Honour

Congratulations to the following Group Members who have recently passed their advanced test. You have now earned the right to display the red IAM roundel which you should find enclosed!



Congratulations also to their Observers.

Associate	Observer/s	Examiner	Result
Catherine Crick	Des Shillingford	Mark Wilson	Pass
Chantelle Hawes	Robin Bradley/ Andy Nicholson/ Graham Lowe	Mark Wilson	Pass
Andrew Hine	Terry Joyce	Mark Wilson	Pass
Kirsty May	Robin Bradley	Peter Brotherton	F1rst
Finn Rehal	Brian Hudspith	Colin Underwood	Pass
Matt Rundell	Des Shillingford	Colin Underwood	F1rst
Peter Wood	Paul Hill	Mark Wilson	Pass

The sign on the right was spotted by one of our Observers on a recent visit to Hullbridge. It's not something you see everyday. So is this a warning of a Quayside or river bank?
(Hopefully no one will drive into the river!)



Group Night Presentations



Clockwise from left, Catherine, Kirsty, Andrew and Peter each receive their Member's Certificate from Des (Chairman)

Our Observer Team

Our Chief Observer and Associate Co-ordinator is Graham Lowe whose contact details can be found on page 32. In addition to Graham, the Group has 7 active Observers as follows:

Robin Bradley (National)
Mark Criddle (Nat.)
Paul Hill (Nat.)
Terry Joyce (Nat.)
Andy Nicholson (Nat.)
Chris Pond (Local)
Des Shillingford (Nat.)

Contact numbers of individual Observers are given to the respective Associates as and when they have been allocated.

If you are an advanced driver, take your journey up a gear and become an observer! You'll go through a training programme which includes 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 the Group as you work towards achieving the qualification.

Contact **Graham Lowe** for further details (see p.32)

Life Members

The Group has 9 Life Members as follows:

Scott Bannister
Pat Clements
Michael Corbett
Kenneth Howard
Glyn Jarrett
Ruth Jarrett
Gaynor Manthorpe
Colin Snow
David Travers

Taking the IAM's Mature Driver Review

Mike Corbett

Well, I had not long celebrated my 79th birthday when my daughter 'booked my services' – would I drive her to Broomfield Hospital the following day? She had to meet someone there, and they'd be travelling back to Tiptree together later.

And the next day my driving wasn't all that it should have been, my concentration was 'poor' and my speed of approach to some of the hazards was not appropriate. Nothing was said by either of us but there were a few '*iffff*' moments en route. I guess it happens to all of us, but now it was happening to me – my driving standards were slipping. I had passed my IAM Advanced Test back in 1991 and I'd become an Observer and then one of the first Senior Observers in the IAM, I got my RoSPA Gold – I trained several Observers and, as an Observer, got 126 Associates through the IAM Test.



Mike with his current Ford, a Puma.

In between times, operating out of the Colchester Group and together with a number of others, I set up this very fine Chelmsford Group of Advanced Motorists (I was its founding Chairman & Secretary, and we won a few IAM awards).

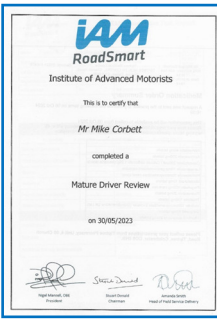
In 2005 I set up, together with the very able administrative skills of Nicola Hyland and the marshalling skills and enthusiasm of a few members of this group and the support and blessing of Malcolm Hobbs (the owner of the land at Earls Colne), and Essex Police,

E.C.C's Road Safety Officers, and DICE (the Driving Instructors Club of Essex), the very successful Young Drivers Scheme that we have today. After a number of years I stepped down from being Chairman of the Group to take up the post of IAM Divisional Council Member for the East of England (an area from South of the Humber, down the M1, out to Oxford, and down to Southampton and the Isle of Wight (56 Groups). A few years later retirement, and other interests beckoned.

Anyway, onto modern times. Over the weekend following the 'iffff' trip to Broomfield my daughter and her husband put to me, nicely, "Dad, do you think you should still be driving?" Well, given that I'd had a few days to think about it, and I acknowledged that I'd had 'a few concerns', I agreed with them that, at least, I should have my driving 'appraised independently'. I pondered having a driving lesson and then getting an ADI to tell me if I'd still pass a basic driving test, or possibly asking the group if one of the Observers would cast an eye over my driving but, within a few days, I visited the IAM RoadSmart Website and the third option presented – that I could take an IAM RoadSmart Mature Driver Review (currently £85)!

When I discussed these options with my daughter she agreed that my choice of the Mature Driver Review would be 'appropriate' - and so I applied for it. And within a couple of weeks I had agreed a 'test' date with IAM Examiner Mark Wilson and had conveyed a lot of my background and answered several questions via e-mail. The review (not a test) was to be a drive from any place of my choosing, lasting for one hour (including debrief) and over a route of my choosing – a route that I was familiar with. In discussion (e-mail exchange) I explained that I thought that one weakness in particular in my driving was turning right where I would signal (if appropriate) and pull up and wait for a gap in oncoming traffic - and then I'd turn – but that I was omitting to use my mirrors to check for overtaking cyclists or cars, etc. Anyway, I had a couple of weeks to get in some practice and, given that I had been an Observer, I did some critical self-appraisal of my driving.

And so it was that on the day and at the appointed hour (11am – I needed my lay in!) Mark rang my doorbell and, after introductions, off we set. I did a rudimentary cockpit drill and then drove from my home (obviously) in Tiptree along country roads and lanes through Little Totham and then a series of narrow lanes 'til I got to Heybridge and Maldon, then (20mph limit) up Market Hill, right turn in the High Street, a couple of back streets and then back down the High Street – on to the Prom., and then back to Tiptree by the shortest route. For a lot of the drive I carried out a (non-compulsory) commentary – basic



in the first stages but I felt that it got a little better as the drive progressed.

Then there was a short debrief to finish with – it included several constructive comments (but no suggestion that I should give up driving (-:), then farewell, and a written report and a certificate (of completion of the IAM RoadSmart Mature Driver Review) would follow in the post. I was very happy with that.

***Assessment grades—all 1's!
Results: Excellent!
"Overall an excellent drive from a calm and competent driver"***

This Mature Driver Review was a most pleasant and worthwhile experience - it's one that I strongly recommend and one that I shall be repeating in the next few months.

Older Drivers

Chris Gardiner

The "Intake" section of the spring 2024 edition of RoadSmart mentioned that the number of over-70s killed on the roads is rising. Is this so surprising? There are many more over-70s living in our communities and thus many more over-70s driving vehicles. What the IAM's report does not identify is the percentage killed due to their own driving actions, and those killed by the actions of others. Although not stated, it may be that many of the over-70s killed are pedestrians

The present cohort of 70 & 80 year-olds is the first generation for whom owning their own car in their early twenties became the norm, driven partly by the significant improvement in living standards during the fifties, partly by the availability of small and relatively cheap cars like the Mini and Ford Anglia 105E and partly by the draw of the new and expanding motorway network. These people, and for the first time it included a significant number of women, have been driving for fifty or sixty years and will continue to do so well into pension age. There are many reasons for this some of which are:

- They have a car in the garage and feel they might as well keep using it.
- They are members of the IAM and actually enjoy driving.

- They need to ferry an ailing relative when an ambulance is not available.
- They are forced into it by the dire state of public transport in their area and the loss of the local shops.

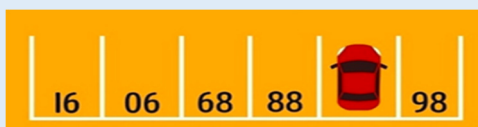
Many of these people will not be aware of their deteriorating faculties as they age or of the vulnerability of their bodies to damage, the first of these making it more likely they will cause a collision and the second making it more likely the collision will be fatal. Modern cars and modern safety clothing on motorcycles give excellent protection against damage to the body's frame but they give little protection against the g-forces created on the internal organs in a collision. As we all age our bones become embrittled and our internal organs weaker so it is hardly surprising that the proportion of older people killed in a collision is higher than would be the case if they were younger.

Our IAM group does sterling work in training, and, where appropriate, retraining, people throughout their driving careers but successive governments have resisted any idea that everyone's driving standard should be re-tested, and by implication retrained, once they have passed the initial DVSA test so there will continue to be drivers on our roads who perhaps should not be there.

MOTORING BRAIN TEASERS *(answers on p. 28)*

1. New Tyre. A new tyre and a replacement valve cost me £110. The guy told me that the tyre cost £100 more than the valve. How much did the valve cost?

2. Parking bays. What number is the car hiding? (right)



3. Roadwork Delays. The journey from Edinburgh to Glasgow is 60 miles and normally takes you exactly 1 hour. One day, you leave at 10am but due to roadworks, you average only 30mph for the first half of the journey. How fast must you go on the second half of the journey to make up the lost time and arrive on schedule at 11 am?

4. Rushing to work. On your 10-mile journey to work you usually average a leisurely 30 mph. If you're rushing, you can save 5 mins. by averaging 40 mph. If the traffic allowed you to average 50 mph, could you save another 5 mins. or more?

5. Lottery Win. Logically, any combination of numbers in the lottery is as likely to win as any other. A lot of smart people now realise this and they just select 1,2,3,4,5,6 every week. I just choose random numbers. So, am I more likely, less likely or equally likely to become a millionaire than all those smart people?

'School Streets' Schemes

Mike Brooks, School Streets Manager with Suffolk County Council, explains the reasoning and benefits of this trial scheme first implemented by them at the start of the year.

'School Streets' schemes involve the closure of roads outside schools to motorised traffic during school drop-off and collection times. The closures are legal, covered by a Traffic Regulation Order, and can last for set times of no more than an hour, both morning and afternoon, term-time only. Each School Street scheme is different, reflecting local needs. The restriction applies to school traffic and through traffic, with exemptions in place for emergency services, disabled drivers and those accessing businesses or residents living within the restricted area.

A School Street becomes a pedestrian and cycle zone during the periods when it is closed to through traffic. The scheme should reduce congestion outside a school, encourage responsible parking, reduce air pollution, and improve safety for pupils, school staff and parents/carers. It could make the area outside a school more pleasant, and reduce car use on the school journey encouraging active travel for families.

Temporary barriers and signs are placed across the road to create the restricted area. These barriers are staffed by the school and volunteers from the community, allowing access to permitted traffic and welcoming pedestrians into the pedestrianised area.



Suffolk's first School Street scheme started in January 2024 at Ranelagh Primary School in Ipswich and has been a great success (see before and after photos below).

The second scheme started in September at Morland Primary School (left) after their return from the summer holidays, and this again demonstrated an immediate

improvement on the school and the local community. There are further schemes under consideration in Ipswich, and the council will



consider applications from schools across the county should they be interested in running their own School Street initiative.

Doing the Sammy Miller Museum 'Properly'

John Harrison (author of "The Number Plate" book)

**Sammy Miller
Motorcycle Museum
New Milton, Hants,
BH25 5SZ**

In the last edition of "Roadworthy" Jennifer wrote about her visit to the Sammy Miller Motorcycle Museum at New Milton in the New Forest but did not have time to go inside the Museum itself. However, this seems a travesty. We visited the New Forest in March and decided we would go to the Museum. In a way I can understand Jennifer's decision not to go inside the Museum as admission costs £15 (£13 for OAP's) and indeed Barbara and daughter Carol decided to stay outside the Museum and spend time in the craft shops and looking at the animals.

I am more interested in cars than motorbikes and found the Museum a bit overwhelming as there were so many bikes. It is the largest motorcycle museum in Britain. I basically wandered round looking at what took my fancy. If I'd read all the information notices, I'd have been there all day. Unlike the National Motorcycle Museum, most bikes bore number plates and I did look at those, of course. Having read many old motoring magazines, I encountered examples of motorcycles by manufacturers I had previously only read about such as Bradbury, Duzmo and New Imperial. The museum's workshop is at one end of the galleries. Though the entrance is roped off, one can see into it and see bikes being repaired and restored.



Not all the exhibits are motorcycles. There is a lot of motorcycle "ephemera". Sammy Miller (born 1933) was a successful motorcycle racer and one wall is taken up by an enormous display of his trophies. There are also some non-motorcycle items. One corner had sewing machines, typewriters, a radio etc on display; in another part of the museum two fire extinguishers were labelled "Exhibit Only" and there were other "odddities" around.

The Museum's website gave an estimate of two hours' time to allow for a museum visit. In fact, I think I spent around an hour and a half there. To be fair, if you're not interested in motorcycles, especially with the relatively high entrance price, it makes sense to give the museum a miss. The animals and crafts shops are free to visit, so "family members" can pass the time in other ways, though I'm not sure these alternatives would hold one's attention for up to two hours.



Out & About

Malcolm Kentish

Wheels, Hooves & Paws—27th July

The day started bright and early as I made my way from Colchester to Althorne in the Dengie Hundred, a distance of 40 miles and a couple of miles before Burnham-on-Crouch. I was missing our most trusted supporter, Pat Clements, who was unable to join me, but her place had been filled by fellow Committee member Les McDonald, a resident of Burnham-on-Crouch.



The event was due to start at 10.30 but I needed to arrive an hour or so early to put up our gazebo, table, chairs, flags and lay out the wares and IAM leaflets. For safety reasons, motorised traffic is not allowed to move around the site during the event so there we remained until 4.30 p.m. The catering arrangements were interesting and a plenty (e.g. left).



The event is run by volunteers one of whom is my contact Jean Ingram; its aim to raise funds for the three local churches of Althorne, Steeple and Creeksea all in the Dengie Hundred area in order to preserve our heritage of fine English churches. Collectively, the charity is St. Andrews Althorne Fundraising, and a cheque from the Group's social funds was duly presented as our admission fee.



Des (our Chair) and Jen (Editor) joined us later in the day with Jen taking in all the event had to offer—as well as tons of photos; it was all very colourful!

Not the most successful of days insofar as getting interest in advanced driving, but we came home with the contact details of three people who are hoping to improve their driving skills. We also received a lot of attention from our friends at Essex Fire & Rescue one of whom was interested in the IAM Membership through Exemption qualification (for those who have had blue light training).

The time arrived when we could dismantle our gazebo and make our way home after leaving our area free of rubbish or carelessly discarded items. There's an old country saying, "Take nothing but your memories, leave nothing but your footprints". And that's how it should be!

Classic Car Show, RHS Hyde Hall—1st September

Our Club Secretary, Frank Ferguson (a member of the Jaguar Car Club) arranged for us to attend the Classic Car Show at the Royal Horticultural Society Gardens at Hyde Hall near Wickford on 1st September and all the hard work of setting up is thanks to him.

I arrived just before 9am to find Frank already there and so after the drive from Colchester the first thing on the agenda was for me to find a couple of cups of coffee to kick off our gazebo building skills and get ready to start.



Once again, I missed the company of Pat Clements; we have spent a lot of time together over the years at events such as this one. But things looked promising as it was a bright sunny day, and Frank worked alongside me. Terry also dropped in and the day resulted in 10 enquiries, two of whom were our friends Carol and her husband who ran the Wheels Hooves and Paws event. Another first I think, was the signing of a young man who was undertaking a technician apprenticeship with VW; it would be great if we

could get a few more youngsters.

My only criticism of the event is the unusual entry for exhibitors. In my opinion, it is better to have the northings and eastings on your sat-nav, rather than use the post code. Or perhaps it would be better to allow exhibitors in the same way that they let them out!



That's probably all the events we will cover this year. Please remember that the Group is a charity, and we are all volunteers. Do please let either myself or one of the Committee know if you could help us next year, or drop in on one of our events and say hello to the team. There are other ways you can help promote the work of our Group. Perhaps you could circulate a poster or two on behalf of the Group (e.g. Tesco's, libraries, etc.), distribute leaflets, or write an article for this magazine?

A big thank goes to Nicola at the YDS (see p.31) who helps us in this respect. Our leaflets may not be appropriate for their very young drivers (it's a bit early for them) but may well be of interest to parents and family members who are intent on helping younger family members to start their learner driver journey.

Roadworks—grrrrr!

Jennifer MacLellan

It seems you cannot go anywhere these days without hitting roadworks whether they are “in progress” ... or not. I live on an estate of some 200 houses where there is an abundance of young children, an elderly housing block and numerous dogs—bichon frise and sausage dogs being a particular favourite here.



There is only one road leading into and out of the estate. The local College chose to sell some of its land to a developer, and so three large houses are being built right at the start of the estate where—after 100 yards—the road bends sharply. The road quite rightly has yellow lines but with the never ending building works, lorries, dumper trucks and various contractors constantly “load” and “unload” which seemingly takes all day and usually also blocks one of the pavements. The contractors are clearly not carrying out their responsibilities as regards health and safety, and the Council do not have the resources to monitor and enforce contraventions despite the efforts of our local Councillor who also lives on our estate.

One of my neighbours recently went to pick his son up from school as he was unwell. The Council had installed a 3-way traffic light system. As he got to the top of the road, there was a large lorry blocking the single lane that was available to anyone entering or exiting the estate. Drivers had no choice but to mount the only pavement available to pedestrians presenting a serious hazard particularly at school times and—due to the height of the kerb—this was not particularly good for his tyres.



When he returned home some 90 minutes later and with the lights on green, the dumper truck was still there but this time reversed against the flow of traffic with no intention of stopping. It was clear the driver of said truck couldn't hear the repeated sounding of my neighbour's horn and so he had no choice but to drive again onto the pavement as there were cars following immediately behind him. This he did with great care and regard because there were also pedestrians using the same pavement.

Fortunately my neighbour has a dashcam and the recording is particularly alarming. He has shared it with the Council who were grateful to have the evidence needed and they have assured residents that they will take the strongest possible action with the utility company in question and their contractor. Hopefully this will be sufficient for them to levy a hefty fine.

I won't hold my breath that the Council follow through with this, but I for one am seriously considering getting myself one of them there dashcams.

Group Nights—May to October 2024

May—“Essex Police Marine Unit”

Paul Rawson



In 1949, Essex Police launched a specialist marine division to police the county's waterways and coastline. More than seventy years on and this specialist unit is still preventing crime, catching criminals and protecting the people of Essex.

The Essex Police Marine Unit is based in Burnham-on-Crouch and is made up of one police sergeant, five police constables, two special constables and 10 reserves who cover 562 nautical miles of coastlines and waterways from the Thames at Crayford Ness to the River Stour in Manningtree. They work closely in partnership with the RNLI, the National Crime Agency, Port of London Authority, Border Force and the Coastguard Agency using their launch, the Alert IV, and Sentinel, a rigid-hulled inflatable boat known as a RHIB and a personal watercraft (more commonly known as a Jet ski), which had been gifted to the Unit by Maldon District Council (right).



PC Rawson with the donated PWC

With the second-longest coastline in the country, the top priority is keeping the marine communities safe on land and in the water – whether that be out at sea, on our rivers and waterways or in the various marinas and moorings around the county.

While taking a keen interest in the major ports at Harwich, Tilbury and London Gateway on the Thames, as well as smaller ones like Brightlingsea, the majority of the unit's work focuses on anyone who uses the water along the coast and rivers. This doesn't only mean boat-owners but paddle boarders, canoeists and kayakers, kite-surfers and people using personal watercraft, in fact, anyone who uses the water for leisure. Paul reinforced the importance of working closely with the marine community who are essentially their eyes and ears and so know what is usual activity and unusual activity and unusual behaviour.

You can find out more about the work of the unit on their X (Twitter) page @EPMarine or on the Essex Police website www.essex.police.uk.

June—Skills in the Car Park

This has been something of an annual event in the Group's calendar which this year took place after the AGM. It gave us the perfect opportunity to make the most of a bright, mid-summer evening and the lovely large car park! Although I was rather dreading it, by the end I have to say I really rather enjoyed the Skills in the Car Park session and think we should do much more of it.

There was no entry fee, just a round of exercises that included parallel parking, reverse driving, reversing tight up to an object (not using the car's sensors should you have them), and parking in a bay.



Just look at Observer Robin's expression; I don't think he could believe my skills. (I'm better going backwards than forwards!)

With an Observer carefully monitoring each candidate's performance on each exercise and marking them from a 1 (unsatisfactory) to a 5 (excellent), the scores were added up and a prize awarded to the candidate with the highest score.

I'm not going to shout about who the winner was; I don't like to brag. In actual fact, I should have insisted on a recount but I was too embarrassed to do so. But I graciously accepted the Maltesers, thank you.

And I have learnt something. I am actually good at reversing and on many occasions I have to ignore my car's rather oversensitive sensors. I now know that I'm more spatially aware than my car. Easy to say I guess when you are being marked while reversing towards a piece of plywood, and not a brick wall (above). However, since the Maltesers I have a new found confidence in reversing onto my drive or into a tight parking space in the supermarket car park. Who knows, I may even resit my advanced driving test!



Group Associate Ben and his very successful reverse park

- Ed.



an envelope and post them to:

Did you know you can donate your used postage stamps to raise much needed funds for War Paws who welcome all kinds of stamps, on or off paper, foreign and UK? Simply cut or carefully rip the postage stamp from the used envelope taking care not to damage the stamp and pop them in

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

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

www.warpaws.org

July—My Challenges being a Young Driver

Jamie Rodwell



Des welcomes Jamie to the Group

Jamie is a member of the North East London Group of Advanced Motorists, and passed his theory test the day after his 17th birthday going on to pass the practical two months later. He had a good relationship with his instructor, but felt the standard of driving they had taught him to, fell short. His dad is an advanced and very experienced driver, and so he took Jamie out. In fact, Jamie credits his dad for his passion for driving.

Having worked and saved hard, Jamie bought a car on his 17th birthday in which—carefully supervised by his dad—he managed to clock up 3000 miles in the two months leading up to his test.



He went on to purchase the IAM advanced driving course and quickly developed his skills under the watchful eye of his Observer, Group Member Paul Heasmer (with Jamie, left), passing with a F1RST before reaching the age of 18 years.

Jamie is now doing an undergraduate BSc in CyberSecurity at Southampton University where he has used his presenting skills for an assessment that demonstrates his research skills. He has already connected with the Southampton Group of Advanced Motorists and we very much look forward to seeing him at our July Group Night when he will update us as to his progress having recently qualified as a National Observer for IAM RoadSmart, and now focusing his attention on achieving his Masters; his test date is expected any day now!



Jamie receiving his Award from IAM RoadSmart's Richard Gladman

“Since passing my advanced driving test, I genuinely feel a lot safer in my driving. I consider my surroundings, and better plan my approach to hazards and the correct positioning. I enjoy my driving so much more.”

The video of Jamie’s presentation can be found on the home page of the Group’s website www.iamchelmsford.org which covers everything a young driver needs to know to get on the road from learning to drive with a driving school v. learning with a family member, issues with booking the DVLA test, insurance issues once they have passed the test, choosing the perfect first car, black boxes and telematics.

He is happy to receive questions on this topic from the Group’s Members or Associates so please feel free to contact him:

jamie.rodwell@myself.com

September—Motorway Driving

Paul Brown

Paul served 30 years with the Metropolitan Police with a keen interest in organised and specialist crime. He became a Detective and joined the London Crime Squad (the Pan London Task Force) policing cross border crime which proved to be extremely effective to the point that they closed the Unit down.



Paul then went into specialist crime covering terrorism, drugs, guns, etc. Motorbikes and fast cars were all part of his duties, but his primary task was as a covert biker on surveillance—without doubt the most dangerous job in the police. More covert bikers are killed than in any other role within the Police. Paul has been a Chief Observer and as Chairman, Social Secretary, etc. with the IAM for over 30 years. He is currently a National Observer, and an Examiner for ROSPA for cars, bikes and (50 mph) St. John's Ambulances.

His talk on motorway driving was therefore based on his many years experience in this capacity and was peppered with anecdotes galore. It was very much a fast-paced interactive presentation and it proved impossible to take notes throughout, but he had opened with something of a quirky motorway quiz for us all—see below. *How many of these questions can you answer?*

Paul currently runs advanced motorcycling for those who wish to take their motorcycling skills to a higher level (www.fttadvanced.com).

The Committee agreed to make a donation from social funds to Paul's chosen charity, Care of Police Survivors (COPS) (see p.28).

Paul's opening Quirky Quiz *(answers on p.28)*

1. What is a motorway?
2. What was the first motorway?
3. What is the longest motorway?
4. What is the longest continuous orbital motorway? (not in UK)
5. Where is the widest stretch of motorway—how many lanes?
6. Why are there two services either side of J9 of the M40 at Warwick?
7. And finally, what is the difference between a motorway and a dual carriageway?

EV's (Electric Vehicles) -v- ICE's (Internal Combustion Engines—petrol or diesel) October Group Night.

Me and My EV presented by John Ferguson



John with his MG4 EV, crowned 'UK Car of the Year 2023'

John is the proud owner of a zero emission MG4 (left) which he has had for 12 months. His presentation began with a video of the early use of electric vehicles which served to demonstrate how versatile they were even 100 years ago—*they are nothing new!* They were of particular interest to ladies at the time as—unlike steam which was somewhat dirty—they were cleaner and hence became known as shopping cars. They could do 100 miles on a charge, and there were charging stations all over New York

and could do 23 mph uphill!

Thomas Edison invented the alkaline battery which doubled the range of electric cars, and the batteries could be used over and over again.

"I would never return to using a petrol fuelled car, owning an EV has been a fabulous experience."

John is clear that in his opinion and in his particular circumstances, electric cars are superior to cars that use fossil fuel as they have zero emissions and are safer to drive. He listed the pollutants that we had caused to be released on our journey to tonight's group night in fossil fuelled vehicles which are: carbon dioxide (green house gas), carbon monoxide (incomplete combustion), nitrogen oxide (produced from combustion), sulphur dioxide (which forms acid when burned), hydrocarbons (unburnt fuel) and benzene (carcinogenic substance).



John illustrated an 1907 electric car, and showed us Thomas Edison's electric car (left) and a London electric cab. In the 1970's, you could park your electric car in special car parks that had charging stations.

John found there was sufficient space to park and charge his car in his garage, and was finding that electric cars could well be superior with zero emissions, a fuel cost of 1.6p to 2.14p per mile compared to petrol of 14.34p per mile when charging at home using the lowest tariff. They are safer to drive with instant power from the electric motor—7.3 seconds to 60 mph. One pedal driving, using the accelerator for braking. Releasing the accelerator for braking adds fuel which in turn generates more power for the battery.

Software updates add features and improvements so you don't necessarily have to go to a garage for these. There is a mobile app. for monitoring the car and user defined control buttons for control of air conditioning, switching the driving mode to eco-mode, comfort mode, etc.



The Driver's Screen (left) shows the range, how much of the battery is available, how many miles per kw, a warning of cars coming up alongside you, etc.

The Infotainment Screen (right) is for settings, rather than for driving, to adjust the performance and safety of the car. It also acts as the satnav, has the front and rear cameras plus additional info.



With the Mobile Phone App I can check remotely the internal temperature of the car and set the heating—good on a cold morning according to the settings used. I can monitor the charging process from my mobile (great if you are in a petrol station having a coffee), check the range and mileage, tyre pressures, check the state of the 12v battery, that the car is locked as well as locate it in a large car park.

In summer, the car does a range of 322 miles at 4.5 miles per KWH dropping to 280 miles in winter (the battery is not so keen in cold weather) when used with the air conditioning off and EKO driving mode set. With the air conditioning on, you lose approx. 10 miles of range. Public charging is, of course a different cost; a rapid fast charger 80p per KWH in summer works out at 17p per mile, and in winter 22.8p per mile. A slow charger 54p per KWH in summer works out at 12p per mile and in winter 15.4p per mile. This compares with 14.34p per mile for a fossil fuelled car based on John's mini which did 46 miles to the gallon.

MG offer a 7 year warranty for the battery. If used frequently, they recommend weekly charge and once every 6 months the battery range be reduced to 10% to allow for more battery cells to recharge. Home charging is managed by an app. supplied by the maker of the charger. To charge the car at home, you select how much range is required to get 100% charge. The maximum range that can be added at home is 60% so as to keep within the energy company's nightly off peak rate of 7.5p per KWH. John never allows the charge to drop below 10% to ensure sufficient for unexpected

"I have to say that for users that can only use public chargers, an electric car is not viable as the cost would work out far more expensive ... something for the Government to think about! "

diversions, etc. V2L (Vehicle-to-Load) power allows you to load electric devices like a kettle, etc. should you need to!

Conclusion. John estimates his annual saving at £999 a year based on an annual mileage of 8,000 miles (based on home charging and external fast charging for major trips and summer charging of 300 miles at 17p per mile, and winter charging of 200 miles at 22.8p per mile, with the balance of 7,500 miles at 2.14p per mile charged at home. I would never return to using a petrol fuelled car, owning one has been a fabulous experience. I have to say that for users that can only use public chargers, an electric car is not viable in my opinion as the cost would work out far more expensive ... something for the Government to think about. Something needs to change!

Since his presentation, John reports that Octopus can now keep to charging the car to achieve a 100% of range and still only charge at 7p. They have done this to keep up with Eon electricity. When down to a range of 13% and requesting an 87% charge, it was back up to 100% of range by the morning! -Ed.

ICE's (petrol or diesel) presented by Frank Ferguson

Frank highlighted that 'climate change' was the driving factor for electric vehicles. However, modern ICE's are now far less polluting than they were a few years ago, especially because of the use of catalytic converters. He drew an analogy with London in the 1950's and 60's when there were terrible smogs caused by the burning of coal and wood which was then the main fuel for house heating. This was countered, not by changing over to a new type of fuel (e.g. gas or electricity), but by improving the coal that was used, by making it 'smokeless'.

On the subject of the speed of fuel replenishment, an ICE takes about five minutes to be fully retanked, whilst it takes a minimum of 30 minutes for a full charge on an EV at an express charger (assuming of course that there is a charging point available when needed). The infrastructure required to provide enough charging points for the many properties which could not have their own charging point (for example blocks of flats, and small terraced properties with no car parking space) would be prohibitively expensive and difficult.

It's important also to consider the weight of the batteries on an EV, and thus the extra wear and tear that this inflicts onto the roads, as well as the shorter life of tyres. Also, the fact that the tyre wear itself produces micro particles which are in themselves pollutants. Even the multi storey car parks are having to be looked at to assess whether their structures are adequate to withstand all the extra weight, as more and more cars become electric.

Another disadvantage is the cost of insurance. On an ICE, minor damage can be repaired at reasonable cost, but on an EV, if the battery is just slightly damaged, it can result in an insurance write off, of even a relatively new car.

In terms of lifetime saving of carbon (or greenhouse gas) emissions, it has to be taken into account the amount of energy needed to produce the car and battery in the first place. It is generally accepted that an EV needs to be driven for about 70,000 miles before the emission savings equal the build emissions.

Frank identified that out of the total of worldwide emissions, the UK contributed about 1%, so that even if we were to become totally carbon

neutral immediately, it would make very little difference to the global reduction of greenhouse gasses, especially considering that China, India and Brazil are responsible for a huge percentage and are still building coal fired power stations. A lot of our vehicles are being built in China, which makes them very 'ungreen'.

As the main problem with pollution is its concentration in towns and cities - not out in the countryside - hybrid electric vehicles are a better option as they can use electric around town, and recharge the battery when on the open road and using the ICE. They do not have the need to be recharged externally and therefore will not require the massive infrastructure which pure electric vehicles need.

Frank suggested that probably the best solution, when the technology is fully available, is the use of hydrogen as a fuel, and which does not have the weight penalty of fully electric vehicles, but like them has zero emissions. They will be much quicker to recharge at fuel stations, which could relatively easily adapt their existing infrastructure to accommodate hydrogen, in addition to the petrol and diesel which will continue to be required for many years to come.

Des thanked both presenters for their lively presentations and asked the audience how many had driven tonight in an EV. The answer was just four. When asked how many would consider an electric vehicle for their next car, there were no takers.

The conclusion however was that the majority of the audience considered a hybrid to be by far the best option for their next car. What say you?

You're having a Laugh! *(hopefully)*

Police have arrested a road-worker for theft following a tip-off. His colleagues couldn't believe he'd do such a thing, but when they searched his home, all the signs were there!

I've read that by law, when it's raining, in Sweden you have to turn off your headlights. How am I supposed to know when it's raining in Sweden?

In today's traffic news; a truck full of onions has shed its load all over the M25 near junction 28. Motorists are advised to find a hard shoulder to cry on.

The police pulled me over when I was out in the car yesterday. The officer said it was just a spot check. I admitted to two pimples and a boil.

Engineers have found a way to make cars run on parsley. But they still can't make buses run on thyme.

Plotlands, Langdon Nature Discovery Park

One of my favourite places to visit is the Langdon Nature Discovery Centre which is in Third Avenue, Lower Dunton Road, Basildon, SS16 6EB. A stunning nature reserve of some 461 acres, it comprises of woodland, meadows, lakes and former plotland gardens.

Occupying some of the highest land in the county, it has commanding views and miles of excellent walks where an abundance of wildlife can be enjoyed. It offers walks through many different areas and habitats and also has a rather cute fairy garden where many children have their own mini garden to look after!

The large car park is free and there is a nature-themed gift shop, café and toilets – including accessible ones. It's open 7 days a week with core opening times of 10 – 4 pm.

For me, the most interesting thing about Langdon is the history of Plotlands of Dunton Hills Estate when land was divided into 200 small plots laid out in a grid iron fashion which were sold at auction for £6 per plot. For many East End families this was the start of a memorable adventure; a chance to own a little piece of the English countryside and building their own bungalows. Though some remains of the buildings can clearly be seen, "The Haven" is the last standing bungalow which has been lovingly restored and is only a short level walk from the car park/café. The future of the Haven Plotland Museum however seems a little uncertain at present. Do let me know if you would like a copy of "Plotland Memories" as I have two available. **-Ed.**

I got an Uber home the other night. The driver kept going on about how much he enjoyed his job because he was self-employed and didn't have anyone telling him what to do. I replied, "That's nice. Turn right at the top of the hill."

I suspect my friend is addicted to drinking brake fluid; but he says he can stop anytime.

How do you get two whales in a car? Go west along the M4.

As I was driving around the M25, my wife rang me with an urgent warning. "I just heard on the radio that there's a car driving the wrong way along the M25. Please be careful!" I said, "I know, but it's not just one car, there are hundreds of them!!!"

I parked in the hospital car park today. An attendant came over and said, "This space is for badge holders only". I said, "That's why I'm here. I have a bad shoulder."

Thank You



On behalf of all the organisers of
Wheels,
Hooves &

Paws, we would like to thank you for supporting our event and I hope you enjoyed it. It was a very successful day, and hopefully we look forward to your attending future events.

Jean Ingram Autofest Committee

Dear Frank and all at Chelmsford Group IAM,



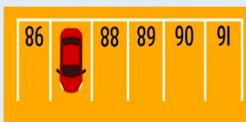
On behalf of Care of Police Survivors (COPS), I would like to say thank you for your donation received following the talk by Paul Rawson. ...the donation of £50 will make a real difference to the work we do supporting families of police officers and staff who have lost their lives while on duty.

Answers—Paul Brown's Motorway questions (p.22)

1. A motorway is a high speed road built specifically for long distance travel by motorised vehicles only (and no slow moving such as tractors), no pedestrians or cyclists and no learner drivers.
2. 65 years ago—the Preston bypass which later became part of the M6.
3. The M6—236 miles long.
4. Apparently it's the Berlin Ring in Germany which stretches over 121 miles. (*The M25 is not orbital as the A282 at the Dartford crossing is not classed as motorway*)
5. The M61 at Linnishaw Moss, Greater Manchester, where there are 17 lanes.
6. There are more crashes at J9 (just past Warwick) on the M40 due to tiredness. It's a long—and boring, unlit motorway.
7. Motorways *should* have a hard shoulder. Sadly this is also where the most people are killed—mostly workmen, breakdown employees and emergency workers.

Answers to Motoring Brain Teasers (p. 13)

- 1) **New Tyre.** The valve cost £5 and the tyre £105. $£5 + £105 = £110$.
- 2) **Parking Bays.** You were looking at it upside down. The car is in Bay 87 (below).
- 3) **Roadwork Delays.** Normally, to do 60 miles in 1 hour you must average 60 mph. On the day you're delayed, you do the first half of the journey (i.e. 30 miles) at 30 mph. So, the time taken for the first half of the journey is 1 hour. Therefore, it's already 11 a.m. No matter how fast you go, you're going to be late.



- 4) **Rushing to work.** In short, no. See table (right) If you managed to average 50 mph (instead of 40 mph), you'd save 3 mins. Note: as your speed increases, there are diminishing returns in terms of time saved. So, is speeding worth it?

Speed (mph)	Time (mins) taken to do 10 miles	Minutes saved by increasing speed by 10mph (to the speed shown)
10	60	-
20	30	30
30	20	10
40	15	5
50	12	3
60	10	2

- 5) **Lottery Win.** I'm equally likely to win because any combination of numbers is indeed as likely to win as any other. **BUT** I'm more likely to become a millionaire because as lots of people are selecting 1,2,3,4,5,6, the prize pot would be divided up between them all, whereas I may be the only person, or at worst just one of a few people, to have selected my particular set of random numbers, and therefore more likely to win a million.

(A big, big thank you to Andy Nicholson for these ... as well as for all the motoring jokes! - Ed.)

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The Young Driver Scheme (YDS)



Nicola Hyland

YDS Stands for the Young Driver Scheme. There are a number of YDS schemes around the country but this focuses on a scheme in Essex that has links to the Chelmsford Group of Advanced Motorists and which is run by Nicola Hyland (left) who has been with the scheme since its inception in 2005.

The scheme enables young people under 17 years to develop car handling skills in an environment that mimics actual roads, but is a closed, safe environment. Driving is instructed by DSA ADI (a Driving Standards Agency Approved Driving Instructor).

Nicola is a member of Chelmsford Group of Advanced Motorists, as well as a former Committee Member and observer. Our Group offers support to the YDS and some of our members also offer their support. Of special note is Terry Hyland who supports every event by marshalling all of the ADI's.

Lessons are arranged monthly for 10 months, and dates are posted on their website (below) on private land at Essex Golf Club/Earls Colne Business Park, Earls Colne, Essex, C06 2NS. Priority is given to 16 year olds, but places are also allocated to 15 year olds if vacancies permit.



Nicola and the YDS are extremely grateful to Mr. Hobbs and the Essex Golf Club for their ongoing support in allowing use of their extensive facilities.

A founding member and then current chairman of our Group, Mike Corbett, started the scheme in conjunction with Essex Police and Essex Road Safety. Nicola has been the administrator since its commencement. Since the scheme started in 2005, over 5,000 young people have benefitted.



Interested? Feel free to contact Nicola and the team:
youngdriverscheme@gmail.com

Or visit the website:
youngdriverscheme.org

Contact us:

The Group contact details for all general enquiries, or to discuss reassessments (for existing members) and taster drives (for potential associates) is:

E-mail: enquiries@iamchelmsford.org.uk
Mob: 07714 566253

Our Committee and Observers are current members of the IAM and the Chelmsford Group; they are also all volunteers. Please consider joining our Committee, becoming an Observer (p.9) or offering to help in other ways. *We would welcome your support!*

**Chelmsford Group
Advanced Motorists**

www.iamchelmsford.org.uk

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(please "like" and follow)**

<https://www.facebook.com/IAMChelmsford>

**IAM RoadSmart
(Membership Services)**

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Forward Vision

The views expressed in this newsletter are those of the individual contributor and not necessarily those of the Group or IAM RoadSmart unless so stated.

Comments, ideas, suggestions, letters to the Editor - and even some motoring humour—would be most welcome. Please contact Jen MacLellan as below:

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