

Autumn/Winter 2025

**iam**  
RoadSmart

Official Provider

# Forward Vision

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



*A sign spotted by one of our Members in the Lake District earlier this year.  
Seems a bit harsh .... they only have little legs!*

Website:



[www.iamchelmsford.org.uk](http://www.iamchelmsford.org.uk)

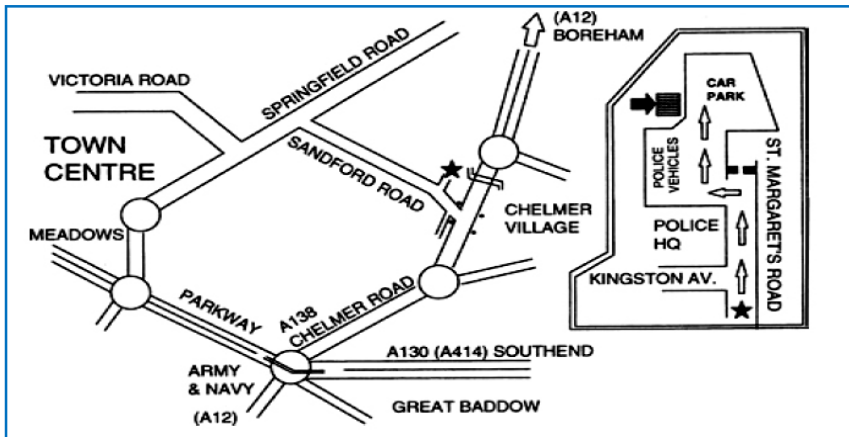
[www.facebook.com/IAMChelmsford](https://www.facebook.com/IAMChelmsford)

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.

**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***

### Upcoming Group Nights

**Group meetings start promptly at 8 pm and so please arrive at around 7.45 pm.**

**£1 entry. Free tea, coffee and hot chocolate**

**November 10th** Police Vehicles from the 1970's, with Rhett Brown

**December 8th** Quiz and Buffet. Formal Welcome to SEGAM Members!

**January 12th 2026** Statistics for road traffic accidents in Essex, with Adam Pipe (Head of Roads Policing—Essex)

**Speakers for February 9th, March 9th, April 13th, May 11th and June 8th** will be notified by email in due course but put those dates in your diary!

Suggestions for presenters always welcome—please contact any Committee Member.

**Deadline for next Forward Vision: Friday, April 24th 2026**

**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

Dear Members,

I'm thrilled to share some exciting news. At our well attended Extraordinary General Meeting in July, our members agreed to proceed with the merger with South Essex Group Advanced Motorists (SEGAM), with the proposed new title of Chelmsford and South Essex Group Advanced Motorists. marking a new chapter of collaboration and growth! Headquarters are now liaising with the Charity Commission in order to complete the necessary paperwork which will hopefully be completed by the end of the year!



Following our AGM, there have been a few changes to your Committee. I'd like to extend heartfelt thanks to our outgoing Chief Observer, Graham Lowe, for his dedication over the years (see facing page). We are excited to welcome Andy Nicholson as our new Chief Observer. Andy, we look forward to your leadership!

A big thank you to Jen MacLellan for her invaluable contributions, not least on this magazine which she has agreed to continue to edit and produce, and to Terry Hyland (and, of course, his wife Nicola) for their continued dedication to the Young Drivers Scheme (see p.24). We are also appreciative of the work that retiring Events Coordinator Malcolm Kentish has done for us in promoting the work of our Group over the years. Malcolm will be a tough act to follow, and we currently seek a new Events Coordinator to help us with our summer activities. If you're interested, or know someone who might be, please get in touch! A special place in our hearts and a big thank you is reserved for lifelong member Pat Clements who has finally stood down from the committee after many, many years of service and we look forward to seeing you Pat at future Group Nights.

In addition, this year has been packed with a full calendar of events! We kicked off with a lifesaving defibrillator presentation, explored electric vehicles, and had an emotional presentation about the Commonwealth War Graves. We also enjoyed quizzes, discussions on insurance claims, and we participated in the Classic Car Show. We even had dignitaries from IAM's high command, including Carl Sturman, our new Area Service Delivery Manager (page 10). Last month, we were thrilled to meet the Crufts Hero of 2025, police dog Baloo, who brought along his owner, former police dog handler Mandy Chapman.

We'd also like to welcome our new SEGAM members to the Group. We're thrilled to have you with us and look forward to growing together!

And a huge thank you to you, our members. Without your on-going support we would have no group. Thank you for attending group nights in such large numbers and for being so engaging when you do. It's all about you—thank you!

Lastly, I want to express my gratitude to every Committee Member and Observer. Your dedication as volunteers truly makes everything possible. Every effort, big or small, is deeply appreciated.

Here's to another fantastic year ahead!

*Des Shillingford*

## Graham Lowe—A BIG Thank you

As those of you who attended the AGM on June 9<sup>th</sup> will know, Graham Lowe decided not to seek re-election as the group's Chief Observer. He hasn't said exactly why, not that he needs a reason, but I think the gist of it is that he wants to spend more time with his motorbike!

Graham has been our Chief Observer since 2017, working hard: matching-up new Associates to an appropriate Observer and handling 'Mock' tests before putting people forward for the actual Advanced Driving test. He's personally handled most of the 'Taster' sessions, believing strongly that they were the best way to persuade someone to apply for the Advanced Driving course. And, of course, as an Observer, he has helped dozens of associates to pass the 'Advanced Driver' test. He has greatly enriched our cause by helping so many people to learn to drive more safely. All of this alone warrants a debt of gratitude. However, Graham's contribution to the group's activities has gone much further...

Graham led the committee as the group's Chairman 2009-2012. Furthermore, he has organised a lot of fantastically memorable events for members, including (to name but a few): a visit to P&A Wood the Rolls-Royce Specialists, a visit to the classic car dealer in Hutton, a day on Ford's Dunton test-track and a 4x4 off-road experience. Furthermore, he's also organised training for Observers, not just one-to-one coaching but also for example: a visit to Gridserve in Braintree (to learn more about EVs) and, in collaboration with other groups, a training event (at the Secret Bunker!) about the (then new) National Observer qualification.

On behalf of the Observers, the Committee and the whole Group, a massive **Thank You Graham** for your fantastic contribution to the Group's activities.

And, in richly deserved recognition and appreciation of his work, the Committee was delighted to offer Graham **Life Membership** of the group.

*As those of you who attended the October Group Night will know, we learned that three weeks earlier Graham had sustained multiple injuries in an accident at home. Since then, two of the Observer team have visited him in hospital. He was grateful to receive a card with so many members' best wishes and we're pleased to report he's making a steady recovery.*

**Andy Nicholson**  
(New) Chief Observer

## Comments from the new Chief Observer



I took over as Chief Observer in June this year. I'm delighted to have the opportunity to contribute to the group's activities in this role.

If you've read the previous page in which I thank my predecessor, Graham Lowe, you'll have a rough idea about the role. At this point, I'd like to add my personal thanks to Graham. He was the first person I met in the group, as he conducted the 'Taster' that I did a few years ago. His enthusiasm for advanced driving was infectious and I was persuaded to take the course (and start to attend Group Nights). When I took a mock-test, it was of course with Graham. Then, sometime after passing the test, I was flattered when Graham asked me if I'd be prepared to train to be a National Observer (the then new IMI-accredited qualification necessary to be an IAM RoadSmart Observer). He also put me through a mock assessment for that, which was very helpful. And since June, Graham has been generous with his time, ensuring that I had all the information I needed to ensure a smooth handover of the Chief Observer role.

Since June, it's been a busy time, not least because of the merger between the Chelmsford & District group and the South Essex Group of Advanced Motorists (SEGAM). The Chelmsford & District area covered all the CM postcodes including: Chelmsford, Brentwood, Witham, Braintree and Maldon. The South Essex area took-in all the SS postcodes including: Basildon, Southend, Benfleet, Rayleigh, South Woodham Ferrers, plus RM18 and 19 (the Grays area). We'd had shared responsibility for the postcodes around Billericay. So, post-merger, Chelmsford & South Essex Advanced Motorists (as we will be known) will cover a very large area. SEGAM had an experienced team of seven Observers and fortunately they have all transitioned across to the merged group, so that we have the resources necessary (14 National Observers in total, plus one trainee Observer) to provide Advanced Driver training across the expanded area. I'm grateful to Ian Bolton (formerly Chief Observer, SEGAM) who kindly agreed to assist me by continuing to coordinate the South Essex observers to help to facilitate an orderly transition through the merger.

On July 28<sup>th</sup> we had our first Observers' meeting as a combined team. It was a great opportunity for everyone to begin to get to know one another, and to agree some common processes. I was impressed by the level of enthusiasm and dedication shown by all the Observers. Remember, all of the Observers are unpaid volunteers, fitting-in observed-drives (and the associated preparation & admin) around their jobs and/or other activities; but doing so in a manner which shows a professional approach for their associates. We



plan to have ongoing meetings 2-3 times a year to share ideas and best practices to help us to do the best we can for all of our Associates in the future.

You'll see from the statistics shown below the volume of passes (and 'F1rst's) so far this year to date. To help an Associate to achieve an Advanced Driver standard typically takes between 6 and 12 observed drives. So, each pass represents a considerable investment in time and effort for both the Associate and the Observer alike. So, congratulations to all the Associates and their Observers. Note: Those statistics record activity for just Chelmsford & District. Next year, I'll be able to report data for the combined group.

Since June, we (the Observers) have also conducted a large volume of free 'Taster' sessions. Many of these resulted from interest shown at our stand at the Hyde Hall Classic Car Show on July 6<sup>th</sup>. A couple of those people have already decided to take the course and are amongst our current Associates. I'm hopeful that we'll have sown a seed with others.

*Andy Nicholson*

### Statistics

**Year to date:** 21 new Associates of which 9 passed (including 1 F1rst and 1 at the 2<sup>nd</sup> attempt), 2 elapsed, 8 in-progress (of which 1 is awaiting the test) and 2 waiting to start.

**Year to date:** 16 passes (including Associates who started the course in 2024) of which 6 were F1rst's (38%). Therefore, with 2 months to go before year-end, we have already achieved the highest number of passes in any year since 2019.

**Since July 1<sup>st</sup>,** we've conducted 14 Tasters. Most have stated they intend to do the course. Two have already signed-up for it.



*(left to right) John Greenaway, Alan Murdey and Finn Rehal receive their Certificates from Des.*

*Pending completion of the merger with SEGAM, the following information relates to Chelmsford & District Group only:*

## Life Members

The Group has 8 Life Members as follows: **Scott Bannister, Pat Clements, Kenneth Howard, Glyn Jarrett, Ruth Jarrett, Graham Lowe, Colin Snow and David Travers**

## New Associates

**Welcome to our most recent Associates. Do please join us at one of our Group Nights or upcoming events—you will be most welcome.**

<b>Associate</b>	<b>Location</b>
<b>Richard BOAST</b>	Hutton
<b>Dan CREASE</b>	Chelmsford
<b>Michael FREEMAN</b>	Braintree
<b>Julie INGGS</b>	Chelmsford
<b>Jacob O'MALLEY</b>	Chelmsford
<b>Michael PARTRIDGE</b>	Brentwood
<b>Christine PINDER</b>	Chelmsford
<b>Denise SAITCH</b>	Wickford
<b>John SAITCH</b>	Wickford
<b>Mary TAYLOR</b>	Witham
<b>Hannah TINDLE</b>	Wickford
<b>Alan SWORD</b>	Braintree
<b>Benjamin WILSON</b>	Chelmsford

## Roll of Honour

**Congratulations to the following Group Members who have recently passed their advanced test.**

<b>Associate</b>	<b>Observer</b>	<b>Examiner</b>
<b>Catherine EUBANKS (F1rst)</b>	Carl O'Malley	Tom Duggan
<b>Malcolm LAPSEY</b>	Paul Hill	Tom Duggan
<b>Michael MORGAN</b>	Andy Nicholson	Colin Underwood
<b>Michael PARTRIDGE (F1rst)</b>	Andy Nicholson	Colin Underwood
<b>Adrian QUICK</b>	Des Shillingford	Tom Duggan
<b>Nadja RENGLING</b>	Robin Bradley	Tom Duggan
<b>Clive SMITH</b>	Andy Nicholson	Colin Underwood
<b>Alan SWORD</b>	Robin Bradley	Tom Duggan
<b>Benjamin WILSON</b>	Paul Hill	Ian Maxwell
<b>Karen WILSON</b>	Mark Criddle	Tom Duggan



## Observer Team

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

### Observer

Robin Bradley  
Mark Criddle  
Paul Hill  
Terry Joyce  
Andy Nicholson  
Carl O'Malley  
Des Shillingford  
Ben Falcus (Trainee)

### Location

The Rodings  
Chelmsford  
Writtle  
Rayleigh  
Chelmsford  
Chelmsford  
Brentwood  
Maldon

**SEGAM** also have 7 active Observers as follows:

Ian Bolton  
Jo Ellis  
Paul Heasmer  
Niall Hossack  
Brian Noble  
Paul Tooley  
Derek Wright

South Woodham Ferrers  
Crays Hill  
Grays  
Hockley  
Hockley  
Langdon Hills  
Basildon



*Congratulations to Group Contact, Website Manager and Committee Member Terry Joyce who was voted Contributor of the Year 2025 by his fellow Committee Members. Photo is of Des presenting the cup to Terry earlier this year. Well deserved Terry!*

## September—Introducing our new Area Service Delivery Manager—Carl Sturman



Carl is our new Area Service Delivery Manager, having taken up the position earlier this year. However, he is already known to many of us as this wasn't his first visit to our Group.

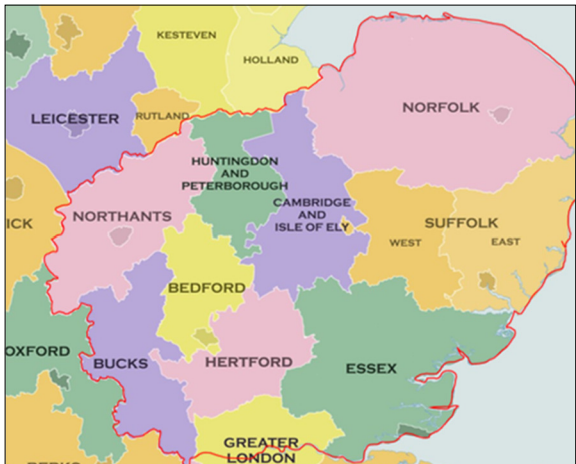
Carl joined IAM RoadSmart (IAMRS) in 2019 following 32 years with Northamptonshire Police. As an advanced driver and rider for over 25 years, he was an intercept motorcyclist and led the Road Crime Team. He was also an off-road motorcyclist targeting anti-social behaviour and stolen motorcycles, and a Pursuit Commander working with the national project on Police pursuits and public

safety.

Retiring as a Detective Inspector, Carl remained at the College of Policing leading on specialist investigation training, and latterly business development. He continued working with Police driving and riding, and is also an Associate Lecturer, Trainer, Assessor, and Facilitator committed to promoting equality, diversity and inclusivity.

Carl's career with IAMRS began as a National Observer and Examiner and he was appointed to this new role in May of this year with responsibility for Area 3 (Central and East England) (right).

Carl's roles within policing coupled with his qualifications in training design, development and delivery as well as his partnership working background fully supported his appointment following a somewhat competitive process. However, it was his passion for driver and rider improvement that drove him (no pun intended) to apply.

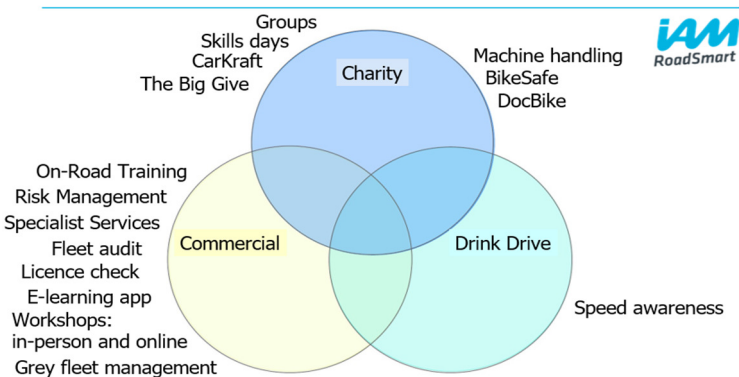


Carl has responsibility for 19 groups, there being 160 nationally. Together with a team of 8 National Observer Assessors, they manage the examination of Observers for both cars and bikes which are allocated so far as is possible based on proximity. He examines Masters, Masters Mentors, Examiners and NOAs (with Colin Underwood helping in the south of the area). Carl also quality assures ADI's and Trainers for the commercial deliveries within IAMRS. Carl has 34 Examiners. The Institute of Motor Industry (IMI) qualifications underpin the roles of NO, NOA and Examiners with a recognised qualification.

Carl’s first slide of the evening (below) sets out the Purpose, Vision and Mission of IAMRS – a simple statement as to why they exist.



IAMRS is a Road Safety Charity with road safety being what they do. Carl advised that as a non-profit organisation, the business side props up the charity side to further the purpose, the vision and mission (as below).



Carl advised that IAMRS is a lean organisation with only 66 staff nationally. There are 5 Directors reporting to Anthony Kildare (CEO); Nicola Smith (People & Culture), Andrew McLachrie (Finance/Co. Sec.), Kat Hyde (Marketing, Membership & Comms.), Nick Lyes (Policy & Standards) and Carlota De Yeiga Pestana (Bus. Dev’t & Ops.) There are few full-time staff hence the reliance on much valued volunteers across the groups.

The Area Service Delivery Managers manage IAMRS’s overall business development and operational service delivery within a designated area in relation to the function of the appointed IAM training and examining representatives, such as, but not limited to, groups, observers, examiners, fleet trainers, and ADI’s etc.

Their role is to ensure that all IAM RoadSmart standards, and qualifications are implemented and adhered to and regularly Quality Assessed. They also oversee the recruitment and Continuous Professional Development of all IAMRS training and examining representatives as required to support their business model.

They develop, support and monitor IAMRS's group organisation with a view to it continuing to grow IAM Advanced driver and rider recruitment in line with IAM RoadSmart's Standards and business plan, and they develop and manage ongoing relationships with external organisations and partnerships such as safer road partnerships, Under 17 club and IAM RoadSmart skills events etc.

Carl highlighted that the IAMRS is the largest UK road safety charity with 68,000 members. In 2024, the pass rate for cars was 87.79% rising slightly to 88.02% in 2025 and in 2024 for motorcycles the pass rate was 85.07% with a slight rise to 87.03% in 2025.

Coming back to the mission, the IAMRS is one team, with Groups each an independent charity working for the parent charity like a franchise, but with the same goals. If they found the need to transfer an expense to the groups (such as printing costs for the Observer guide), this would be because the impact upon the group will be exponentially less than the impact upon the charity if the centre funds it. As a not for profit organisation, Carl said the aim was to break even so income is invested into road safety projects and initiatives such as the young driver schemes and car control or machine handling days etc.

Members may be interested in the snapshot of the work carried out for the financial years 2023/2024 below:

Assessments completed				
Period		01/04/23 to 31/03/24	01/04/24 to 31/03/25	01/04/25 to 20/08/25
Mature Driver		858	1029	544
Young Driver		97	186	44
Advanced Car		1559	1567	647
Advanced Bike		1788	1756	711
Masters Car		101	132	28
Masters Bike		210	188	77
IMI National Observer		660	843	333
IMI Examiner		54	151	43
Driving for work		2686	1704	610
Skills days (car & bike)		16	17	14



Carl provided the following responses to FAQs:

**1. Why are Observers not issued with free branded clothing?**

There are 160 groups and 2,710 Observers nationally. Quick maths = £20 each = **£54,200**. Even at £10 each it would be **£27,100**. But... there are also 218 Examiners and the groups all have at least 3 and probably 6 or more committee members (average it at 5) so add another 800 and we're at 3,728 which totals **£74,560**.

**2. Why does the masters cost so much?** Masters is **£325** for 6 mentoring sessions and the test. Each Masters requires a Mentor who we pay expenses to - **£75**. Each mentor needs assessing by the ASDM. Each Masters test is completed by the ASDM so at least a half day and probably a full day for each. IAM Advanced driver - **£204** including test. ROSPA advanced test only is **£85** inc. VAT. ROSPA advanced course (3 days intensive) is **£1,485** inc. VAT

**3. Why doesn't the IAMRS print the Observer guide?** The Observer guide is not necessarily one you carry with you. It is more about research, background and read at home material. Preparation. Many Observers never open a hard copy. If we print them at **£3.95** each (PECAM pricing) it will cost the charity **£10,704.50**. Average number of Observers per group is 17. If this group prints 17 it will cost **£67.15**.

**4. Why does IAMRS HQ ask the groups for money?** The Christmas Big Give is an example of our continued work towards funding experiences and road safety initiatives, particularly for those who a) need it, and b) find it more difficult to access. Young drivers and riders are the top priority right now as they are the drivers of the future. They have very different ways of learning and taking information in, they usually have limited funds and long courses don't appeal. This is part of the modernisation of IAMRS but, that aside, we already said that we are non-profit. That the Masters and Advanced courses don't make any money. That Skills Days break even (breaking even is our goal), and that the commercial side funds the charity to some degree, so it's a cohesive effort. We are all IAMRS, the groups are not individual clubs but subsidiary charities, like a franchise. When HQ asks the groups to support initiatives such as The Big Give, it's what IAMRS is all about.



- 
- |                                   |                              |
|-----------------------------------|------------------------------|
| • Modernisation                   | • Partner agency initiatives |
| • Skills days                     | • Trips                      |
| • Mature driver reviews           | • Endorsement                |
| • Member reassessment/ Fellowship | • Qualification              |
| • Young driver skills & education | • Media                      |
| • Machine handling                | • Policy                     |
| • Young driver/ rider training    |                              |

**5. What suggestions do you have and/or what help can IAMRS provide to improve recruitment of new Associates?** Lean into the Dashboard. By all means use media or presence at events to promote where possible. We need to flex with the times to become truly inclusive and always link back to the purpose, the vision and the mission. Volunteers are the absolute mainstay of IAMRS and everything you do within the groups is what makes it so successful. Of course, it's very hard to prove a negative so saying we have reduced road deaths or those seriously injured is almost impossible but we know for a fact that the contribution of our members to road safety has had a significant impact and it is far more likely than not that lives have been saved. Thank you for all that you do. We must keep doing it even more. As the population increases, so does traffic flow and driving standards have visibly declined with the move away from roads policing to technical solutions... a topic that invites much discussion!

There are many IAMRS courses available now, but only one ('Advanced Driver') facilitated by the groups' National Observers. The rest are all handled by central staff. What is the rationale for that? Is a higher-level skill-set required for all the other courses? The commercial courses are paid training products that have to be delivered by ADIs to comply with Section 123 of the RTA. Where possible Carl involves Volunteers as much as he can in the delivery of exams and testing. Observing is acknowledged by the DVSA as not teaching in the raw sense, but developing skills, and the aims of the charity outweigh the technicality of the law, so they allow the leeway.

Skills days, young driver and rider skills, machine handling, lots of initiatives with partner agencies such as Ambulance, Police and local authorities. Trips and other events are all in the pipeline as IAMRS grows the experiences on offer.

### Quick Quiz

- If your car has the registration GWL 775S, what year was it first registered?
- What is the minimum disqualification period for a drink/driving offence?
- When were UK car tax discs abolished? (month and year)
- What do green road studs denote?
- If you park on a 30 mph road, how far should you be away from a junction?
- And ... just for fun ... which car manufacturer's first model was known as the Coal Scuttle due to its resemblance to one?

Answers:

- 1977
- 12 months
- October 2014. The system became entirely electronic from that date.
- The edge of the main carriageway at lay-bys, slip roads (both entry and exit) and junctions.
- 10 metres (32 feet) facing the direction of the traffic
6. Aston Martin



Printed with the kind permission of the AA: [www.theaa.com](http://www.theaa.com)  
*We recommend you complete and pull out this supplement and keep it in your glove box.... just in case!*

## **KEY DETAILS**

### **INSURANCE**

Insurance company: ..... Phone number: .....  
(in event of accident)

### **ROADSIDE ASSISTANCE**

Provider (e.g. AA, RAC): ..... Phone number: .....

## **What to do in the event of an accident**

If you're involved in a collision, there are some steps you must take no matter who was at fault. Here's what to do after you've had a car accident.

### **1. Stop the car as soon as possible**

- ◇ It's against the law to drive away following an accident.
- ◇ Turn off the engine.
- ◇ Switch the hazard lights on.

### **2. Check for injuries**

- ◇ Check for any injuries to yourself or your passengers.
- ◇ If it's a minor collision and there are no injuries, make a note of it just in case the other people later try to claim for an injury.
- ◇ Call the police and an ambulance immediately if anyone is hurt or if the road is blocked.

### **3. Try to remain calm**

- ◇ Try to remain as calm as possible – its normal to be shaken after an accident.
- ◇ Take a few deep breaths and try to take stock of the situation the best you can without losing your temper.

### **4. Exchange details** - with anyone involved in the accident (including witnesses). Get their:

- ◇ Name
- ◇ Address
- ◇ Telephone number
- ◇ Vehicle registration number

Don't apologise or admit responsibility for the crash until you're completely aware of what happened – this can protect you from liability if it wasn't your fault.

### **When should I call the police?**

After a car accident, things can often be resolved without calling the police if no-one's injured and the other people involved co-operate with you. But it's necessary to call the police if:

- ◇ The other driver or drivers leave the scene without giving details.
- ◇ You think the other driver has no insurance or is under the influence of drink or drugs.
- ◇ You suspect that the other driver caused the collision deliberately.

Tell the police about the accident within 24 hours – if you don't you may be given a fine, points on your licence, or a disqualification from driving.

### **How to exchange motoring details after an accident**

Exchanging details at the scene of a car accident is very important. You'll need to do this to sort out insurance and it may be required by law.

- ◇ Share your name and address with everyone involved if the accident caused damage or injury – the law says you must do this.
- ◇ Swap insurance information and details with the other driver(s).
- ◇ Take down details of any other passengers and witnesses to the accident.
- ◇ Try to find out if the other driver is the registered owner of the vehicle. If they're not, find out who the owner is and get that information too (for instance, it might be a company car).
- ◇ If a foreign lorry's involved, get the numbers on both the lorry and its trailer, sometimes they are different.
- ◇ It's also a good idea to get the name of the company if it's painted on the lorry.

You should still leave your details even if no one else is involved in the accident. For example, if you caused damage to private property or a parked car, you should leave a note with your details where the owner can see it. Honesty pays - if you drove off but a witness or CCTV camera saw you and noted your car number, you could land yourself in trouble.

### **What should I record at the accident scene?**

It's understandable to feel shaken after a car crash. Try to stay calm and remember to take down as many details as possible to help you later. You can use your phone to take pictures of the scene, the positions of the cars involved, and damage to the cars. For all the vehicles and people involved in the accident, take down the following details or photos:

- ◇ Vehicle details
  - ⇒ Make
  - ⇒ Model
  - ⇒ Colour
  - ⇒ Number plate
- ◇ Details about the circumstances
  - ⇒ Time and date of the crash.
  - ⇒ Driving conditions, lighting and weather.
  - ⇒ Road quality, such as road markings, whether its wet or muddy, repair of the road surface.
- ◇ Details about vehicle damage
  - ⇒ What sort of damage was caused to the vehicles.
  - ⇒ Where the damage is, for example nearside front wing and door (nearside is the left side of your car, offside is the driver's side).
- ◇ Details of any injuries
  - ⇒ Any injuries to drivers, passengers, or pedestrians.
- ◇ Contact details of any witnesses
  - ⇒ Name
  - ⇒ Address
  - ⇒ Telephone number

## **Making a Claim**

Anyone who's been involved in a road accident has the right to choose who repairs their vehicle. You can choose to either claim on your own car insurance policy or make a claim independently of your insurer.

## **Making a claim to your insurance provider**

If you choose to claim directly through your insurer, you'll need to contact them to report the claim. They'll ask for:

- ◇ Your policy number.
- ◇ Details of the accident.
- ◇ The registration number of cars involved.
- ◇ The driver's name, address and phone number.
- ◇ The driver's insurance details, if you have them.

## **You may choose not to claim:**

- ◇ To keep your no claims discount intact, if you don't have a 'protected no claims discount'.
- ◇ If you decide to pay for the repairs yourself.

Even if you don't want to claim yourself, you should report the accident to your insurance company within a reasonable time. If you don't, it could breach the terms and conditions of your insurance.

## Headlights to be reviewed after drivers complain of being 'blinded' at night

With the winter evenings drawing in, more people are driving in the dark. A recent survey by the RAC found that more than a third of drivers were nervous about getting behind the wheel as the evenings get darker, noting that little progress had been made on tackling glare, with the regulations governing headlights dating back to 1989.

Since that time, LED headlamps have appeared and are now frequently fitted to newer vehicles. These give off a whiter, more focused and brighter light than the diffused light from older halogen lights. Additionally, some drivers have retrofitted LEDs to their cars despite the fact these will not pass the annual MOT check-up. Additionally, the headlights on larger vehicles such as SUVs add to the problem as SUVs are much higher off the ground; even the angle of the beam can be affected by how many passengers the vehicle is carrying.

So it was good to hear on the news today (October 28th) that the government is taking a closer look at the design of cars and headlamps on UK roads pending the long awaited research into the issue on behalf of the Department for Transport (DfT) yet to be published.

IAM RoadSmart's Policy & Standards Director Nick Lyes also appeared on some news channels today to discuss the issue. We are told that the problem is worse for older people whose eyes take around 9 seconds to recover from glare compared to one second for a 16-year old. Nick stated that this issue is something that affects all age groups, not just older drivers. The results of last winter's government commissioned research into the causes and impact of glare are expected in the next few weeks; this will inform the Road Safety Strategy which are also expected to tighten rules on drink-driving and eye-tests for older drivers.

**In the meantime, the College of Optometrists suggests the following steps to limit the frustration caused by brighter headlamps:**

- **Ensure your windscreen is clean**
- **Wear glasses, and keep them clean**
- **Avoid looking straight ahead, instead focus on the edge of the road**
- **Do not wear night sunglasses sold for night-driving, as they reduce overall light and won't reduce glare.**

## NOTES

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

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



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



*View along Brooklands – though this is the seafront road, it is not really a promenade.*

The site of Jaywick comprised fields and salt marshes unsuitable for agriculture which were purchased by entrepreneur Frank Stedman to develop a holiday resort in 1928. It was intended to appeal to motorists and the road names chosen reflected this. The road along the seafront ("promenade" would not be an appropriate

description for this) is Brooklands, named after the motor racing circuit. The avenues off it bear names of car makes of the day; Lincoln, Napier, Buick, Lancheester, Daimler, Standard, Rover, Singer, Crossley, Triumph, Fiat, Vauxhall, Essex, Riley, Humber, Alvis, Austin, Bentley, Morris, Hillman, Sunbeam, Wolseley, Talbot and Swift. Most are British, the exceptions being Lincoln, Buick, Essex and Fiat. Ford might seem a somewhat surprising omission, but the Dagenham Ford plant did not open until 1931. The original part of the estate is said to be laid out in the shape of a car radiator grille, but to me it appears to be the shape of one of a post-war car, not a pre-war one.

Some readers may remember the 2015 Channel 5 "Jaywick – Benefits by the Sea" series of programmes. The fates have not been kind to Jaywick. Though built as holiday accommodation, the postwar housing shortage resulted in many houses being permanently occupied. The houses are not particularly suitable for that purpose being poorly insulated, of small size and with small gardens. It was badly affected by the North Sea floods in 1953 with 35 people losing their lives and 600 people having to await rescue on their roofs or balconies. The closure of the nearby Clacton Butlins Holiday Camp in 1983 resulted in employment opportunities becoming very limited and the area became one of the most deprived ones in the country. When we visited it was clear the area does have a rundown appearance with abandoned houses and vacant plots. I had anticipated possibly being disappointed in visiting Jaywick. Though it cannot be described as "scenic", I am glad I have been able to visit it.



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

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

Continuing the theme; in Halewood, Liverpool there are an Anglia Way and Escort Close, in Luton a Cavalier Close, in Canley and in Longbridge an Austin Rise. Coventry was, of course, Britain's motor town and that has spawned quite a few car-related road names and similar; Alvis Retail Park, Daimler Road and Daimler Green, Ferguson Close (well that was actually a tractor manufacturer – Ferguson Close is on the site of the original factory), Humber Avenue and Humber Road, Jaguar Close, Lanchester Close, Riley Square, Singer Close, Sunbeam Way (though Sunbeams were built in Wolverhampton, not Coventry) and Triumph Close. Most of these are "commemorative", referring to discontinued manufacturers, but Daimler Road, Humber Avenue, Lanchester Close, Singer Close and Triumph Close were contemporary with the relevant firms. Coventry Business Park, built on the site of the Standard-Triumph factory at Canley boasts roads named after Standard-Triumph models; Dolomite Avenue, Herald Avenue, Renown Avenue, Spitfire Close, Toledo



Close and Vanguard Avenue. Incidentally, I happened to study at Lanchester Polytechnic which confusingly was named after a car manufacturer not a place, but that is now Coventry University. Thinking of students, one hall of residence in Coventry is Singer Hall, on the site of the former Singer factory.

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



Members may not be aware that John has a keen interest in car registration and is an acknowledged expert on the subject, having written about the history of the British registration system (Motor Car Act 1903) and the different sorts of number plates — personal plates, trade plates and diplomatic ones - issued. The book includes a chapter advising those who want their own personal plate how best to obtain one.

**A copy of "The Number Plate Book" by John Harrison can be purchased directly from him for £5 post free. Requests directly to: John Harrison at 175 Hillyfields, Loughton, IG10 2PW. Cheques for £5 payable to "John Harrison".**

## On the Radio

**Andy Nicholson**

When your mobile phone rings from an unknown number you need to be cautious. Indeed, some would advise you not to pick-up at all. In my case, curiosity usually gets the better of me and I answer, albeit guardedly. As often as not, of course, it's an unsolicited sales call, or worse still a scam, so you quickly terminate the call. So, one Wednesday evening in September, when I answered a call from an unknown number, I was prepared for most things. However, I was taken aback when the caller turned out to be a resourceful Researcher from BBC Radio Essex, who had tracked down my number, to invite me to phone-in to their Breakfast Show the following morning!

He explained that during that morning's breakfast show, hosted by Sonia Watson, Adam Pipe, the Head of Roads Policing in Essex had been talking about an adverse trend in the number of fatalities on the county's roads; 48 through to mid-September versus 50 for the whole of 2024. This had prompted an on-going discussion on the show about the root-causes and what could be done about it. The Researcher had tracked me down, now that I'm the Chief Observer (a role that I'd held for only a matter of weeks at this point), to give an opinion on the subject from the perspective of a

local representative of IAM RoadSmart.

No-one had warned me this was part of the Job Description! I was unsure of the protocol; whether or not I was authorised to speak on behalf of the organisation in such a public way. So, I told him I'd need to make a couple of calls before agreeing to participate. I also said that I couldn't comment on the statistics, nor did I want to get involved in a debate about root causes, as I didn't have any data to back-up any of my hunches. However, I was prepared to talk about what all drivers can do to become safer drivers, i.e. sticking to a subject I know – advanced driving. He was pleased with that as an approach. So, I called Carl Sturman, our Area Service Delivery Manager for IAM RoadSmart (a recent guest speaker) and I called Des Shillingford (our Chairman). Both said it was a great opportunity and that I should do it. So, I had no excuse! I called the Researcher back and he said his colleague would call me just after 8am the following morning.

I always remember something I learned at work, on a training course about public speaking: the 5Ps. Prior preparation prevents poor performance. I'm not a very natural public speaker and I have a nightmare dread of 'drying' i.e. finding myself not knowing what to say. So, whenever I have to speak publicly, I try to prepare as thoroughly as time allows (some would say I over-prepare) in order to ensure I don't run out of things to say. So that evening I prepared. First, I used the listen-back facility on BBC Sounds to listen to that morning's radio show (fast-forwarding through the music) to make sure I fully understood the context. Actually, the Researcher had set the scene very well. Then I drafted some detailed notes for what I planned to say.

The following morning, I started listening to BBC Radio Essex some-time before 8:00am. They hadn't yet returned to the subject of road safety. Instead, they were interviewing Anthony Costa (from the 2000's boy-band 'Blue'). I resolved not to make a joke about him being my warm-up act, as it would have been inappropriate, given the seriousness of the subject I would be talking-about. I listened to the 8am news, which included the story of the adverse trend in road fatalities. Then shortly after the news I got a phone call and was on the line, silently listening-in to other contributors to the radio show complaining about poor driving behaviours and the hazards caused by: drug drivers, drink drivers, reckless e-scooter riders, cyclists & bikers, excessive speeding etc. After about ten minutes, Sonia Watson introduced me. I was on.

Firstly, I explained that Chelmsford & South Essex Advanced Motorists are the local representatives of IAM RoadSmart the road safety charity, formerly known as the Institute of Advanced Motorists; and that our role is to instruct people taking the Advanced Driver course. Then I said I'd listened to the previous day's programme (I didn't mention BBC Sounds) and had been shocked, like everyone, by the statistics reported by Adam Pipe. So, what else did I say? Well, here are my notes:

*So, what can each of us do about improving road safety? It might be tempting to think "I'm not the problem, I'm not a drink/drug driver, nor am I careless, it's other people" but actually by improving our driving skills to an advanced level we can mitigate the risk of falling foul of hazards created by others. i.e. there are things we can do to better protect ourselves, our loved-ones in the car with us and other road users.*

*The focus of the IAM RoadSmart Advanced Driver course is on safe, smooth, courteous driving, but whilst making good progress within the law and the speed limits.*

*So here are a few **Key Tips** for safer driving:*

**Keep a safe distance** behind the car in front of you (especially on fast roads) – "Only a fool breaks the 2-second rule". Give yourself time to respond safely to any emerging hazards.

**Watch your speed.** Keep within the speed limits. Remember they're a limit not an objective. Only drive at the speed limit when it's safe and appropriate to do so. So, for example... when approaching a blind bend or the brow of a hill, identify the limit-point (the furthest point to which you have an uninterrupted view of the road) and adjust your speed so that you could (if necessary) stop in that distance.

**Don't be distracted.** Don't use your phone unless absolutely necessary and never without hands-free kit. If you have talkative passengers, be prepared to ask them politely to be quiet if you have to really concentrate e.g. at a difficult and unfamiliar junction

**OAP. Observation** (stay alert, scan into the distance and back again, and use your mirrors) to spot potential hazards before they become real ones, **Anticipation** (consider what might happen e.g. that child playing with a ball on the pavement might drop it and follow it into the road), **Planning** – think about what action you're going to take as a result of what you've observed or anticipated, e.g. move-over and/or to slow down, until you've passed the potential hazard

**Stay calm:** don't respond to others' bad driving by driving badly yourself

I managed to say all of this. A couple of times, when I paused for breath, the Presenter began to interject, but I politely asked if I could finish making my point, to which she agreed. I don't think this'll be the start of a new career in radio presenting for me; there's no doubt that Sonia Watson's job is safe! But, I think I managed to get my point across.

The experience of listening to the show and preparing my small contribution to it, served as a focussed reminder of the potential dangers we face on the roads, the importance of putting safety first every time we venture out onto the road and doing our bit by always putting into practice the advanced driving skills we've learned.

**NOTE: Adam Pipe (Head of Roads Policing in Essex), will be the guest speaker at our Group Night on January 12<sup>th</sup>, 2026. He'll give an update on the statistics for road traffic accidents in Essex and talk about all the initiatives and actions that he, and his team, are undertaking to make the roads of Essex safer. Don't miss it!**

## Out and About



**Boat Trip.** On Saturday 20th September, a group of some 20 Group Members, partners and friends (*below, right*), departed from rural Paper Mill Lock for a trip on the canal boat “Victoria” along the Chelmer and Blackwater canal. It was a very pleasant trip and - despite rain being forecast—the weather held and a happy afternoon was enjoyed by all!



[www.essexwaterways.com/boat-trips](http://www.essexwaterways.com/boat-trips)

**Visit to Studio 434.** Members will remember that earlier this year a group of 20 members had the opportunity to visit Studio 434, one of the most extensive privately owned classic vehicle collections in the UK with some 420 vehicles estimated to be worth more than £40m. on display. Unfortunately the group were unable to visit the first of their two sites at that time and so this second visit took place last month. For those kicking themselves for not signing up for the visit, you can view the collection here: [www.studio434.co.uk/about/our-collection](http://www.studio434.co.uk/about/our-collection)

*Opportunities such as these often come up with no time to promote in Forward Vision so please ensure we have the correct personal details for you—including your up to date email address! You should be receiving an email from us at the start of each month setting out details of upcoming Group Nights. If not, or to confirm the details we hold are correct, then contact Mick Gilbert (Membership Secretary), 21 Great Gardens Road, Hornchurch, RM11 2BB. E-mail: [m.gilbert21@yahoo.com](mailto:m.gilbert21@yahoo.com)*

**The Young Driver Scheme (YDS)** The Group is proud of its link with the YDS, the Essex group run by Nicola Hyland—a Member, former Observer and Committee Member—who has been with the scheme since its inception in 2005. Over 5,000 young people have benefitted since then. Nicola’s husband Terry—also a former Committee Member—supports their events by marshalling all of the ADI’s.

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 skills are delivered by DSA ADI’s (Driving Standards Agency Approved Driving Instructors).

Lessons are arranged monthly for 10 months 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. **Interested? Contact Nicola and the team by email: [youngdriverscheme@gmail.com](mailto:youngdriverscheme@gmail.com) or visit their website for more information. [www.youngdriverscheme.org](http://www.youngdriverscheme.org)**

## Group Nights—May to October

### May—"Insurance Claims—how to fight your corner" with Chris Rodwell

Chris is a highly experienced driver, including HGV Class 1, rider and National Observer and is on the Committee of the North East London & Essex Group of Advanced Motorists. Chris previously worked as an Area Transport Manager for the Post Office, and discussed his approach to making a successful insurance claim following a motoring incident. The presentation was primarily focused on commercial vehicles, and Members found it most thought provoking.

Following discussion at Committee, it was agreed that the Group would endorse the approach of the AA as to what to do in the event of an accident and so we have included in this edition a 4-page pull-out informative setting out their advice which is published with their kind permission. Keep it in your glove box ... with a pen!

**June—AGM.** Minutes of the AGM can be found on page 27.

### July—The Problems facing Young Drivers (part 2) with Jamie Rodwell



Immediately following our Extraordinary General Meeting, the group received an update from Jamie Rodwell who you may remember gave an excellent presentation last July in which he went through the challenges facing young drivers particularly in respect of car insurance. Jamie faced exorbitant insurance premiums notwithstanding his passion for road safety demonstrated through passing his DVLA test just days after his 17th birthday and then achieving a F1rst in his Advanced Driving test. His success and motivation at

such a young age was featured in a 3-page article in the Spring edition of 'RoadSmart' magazine.

After a somewhat hectic year, Jamie found he finally had time to reflect on everything he had experienced and realised it had been packed with opportunities. He went on to take part in the Young Driver Skills Day where he had the chance to fly around Thruxton Circuit in an Alpine A110s. He was also proud to complete the IAM Masters course (with Distinction!) and he also qualified as a National Observer with the NELE Group AM and has now transferred to the Southampton Group AM following his relocation to Southampton in order to study Cyber Security at University. He came to realise just how much his car had shaped his independence, especially when it was unexpectedly out of action. Though only for 35 days, it reminded him why driving is something never to be taken for granted.

And of course, it wouldn't be a true "young driver" update without an insurance story! This year brought a twist when his insurer cancelled their black box policies which surprisingly worked out in his favour. But Jamie had also found that, being a young driver can't always be good news especially when it comes to finding paid driving work or even hiring a van to move out of student accommodation.

Somehow I feel we will be hearing more about this young man. At the end of his presentation, one of our members joked that they feared what might appear in Jamie's next update.

For those who missed Jamie's presentation last year, you will find a video of this on our website [www.iamchelmsford.org.uk](http://www.iamchelmsford.org.uk). Young drivers—and their parents—will find this particularly informative.

**September—Introducing our new Area Service Delivery Manager (ASDM) - Carl Sturman.** You will find a detailed write up of Carl's presentation on p.10.

**October—Retired Police Dog Baloo with Mandy Chapman**

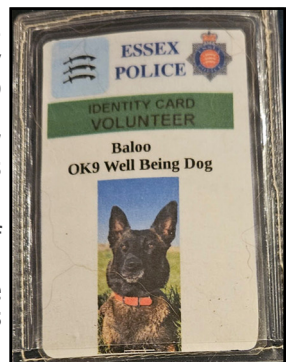


This was without doubt one of the most entertaining presentations of the year, when we met 8 year-old Baloo, a retired police dog, along with his owner, Mandy Chapman who is a former police dog handler. Baloo was the winner of The Kennel Club Hero Dog Award competition at Crufts 2025, having been a finalist in the Extraordinary Working Dog category with Mandy.

In October 2018, while on duty, Baloo was hit by a suspect's car fleeing a crime scene, resulting in life-changing injuries and, devastatingly, amputation of one of her legs. Baloo thus retired with Mandy and as she recovered,

Mandy took her to see the team at Essex police force who were impacted by the incident. These visits soon became a regular occurrence as it became clear how beneficial they were for the mental health of officers and staff alike.

Baloo and Mandy were introduced to the College of Policing team who provide well-being and mental health support, which led to the introduction of the 'Oscar Kilo' wellbeing and trauma support dogs service. Meanwhile, the duo's volunteering has





extended even further, and, alongside police stations, the pair now also visit schools, care homes, Guides and Scout groups and thousands of other community groups.

Baloo was one of five hero dog finalists shortlisted for The Kennel Club Hero Dog Award competition in February each sharing their unique stories of the impact that each dog has made on their life, and Baloo announced the winner at the NEC in Birmingham on the final day of the world's greatest dog show, Crufts, by campaigner Josephine Hamilton OBE and Paralympian, Ellie Simmonds OBE. Mandy and Baloo were presented with their award by and a cheque for £5,000 from The Kennel Club Charitable Trust for their dog charity of choice – Essex Retired Police Dog Fund.

Members were all clearly taken with Baloo, and it was not hard to see how amazing she is; proof that however hard things get, you can get through it! She is super soppy and Mandy clearly loves sharing her.

*Photos reproduced with the kind permission of BeatMedia/The Kennel Club.*

Further information about Mandy's chosen charity, Essex Retired Police Dog Fund, can be found on their website [www.essexretiredpolicedogs.co.uk](http://www.essexretiredpolicedogs.co.uk)



## **Chelmsford & District Group of Advanced Motorists Minutes of the 29th Annual General Meeting held on 16<sup>th</sup> June, 2025**

at the Essex Police Sports & Social Club, Chelmsford, Essex  
The meeting commenced at 20:00.

**Welcome from the chair** - Des Shillingford

**Apologies for absence** - Graham Lowe, Terry Joyce, Terry Hyland, Roy Martin.

### **Adoption of the Minutes.**

Minutes of the previous AGM (June 10<sup>th</sup> 2024) were accepted – the motion to accept the minutes was proposed by Frank Ferguson and was passed without objection.

**Matters Arising.** None

### **Reports from the Chairman & Treasurer.**

The chair's report was published in Forward Vision, and Des simply outlined the main points thereof. The Treasurer's report was not available when FV went to press so John outlined his report. The motion to accept the reports was proposed by Frank Ferguson and passed without objection.

### **Financial Report for year ended 31<sup>st</sup> March 2025.**

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

## **Election of Officers**

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

**Chairman** – Des Shillingford. Proposed by Robin Bradley and seconded by Mark Criddle.

**Secretary** – Frank Ferguson. Proposed by Andy Nicholson and seconded by Martine Compton.

**Treasurer** – John Johnston. Proposed by Martine Compton and seconded by Frank Ferguson.

The post of **Vice Chairman** (Frank Ferguson) was offered to the floor and Ben Falkus agreed to take on the responsibility. He was proposed by Des Shillingford and seconded by Robin Bradley.

## **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 Joyce who offered himself for re-election and was re-elected unopposed. The motion was proposed by Robin Bradley and seconded by Steve Wright.

Graham Lowe also retired but did not offer himself for re-election. To fill the vacancy of Chief Observer, Andy Nicholson was proposed by Des Shillingford and seconded by Frank Ferguson.

## **Any Other Business**

A question was asked about an award which was made by an insurance company some years ago which came with a grant of £1000. It is understood that the trophy was placed in the care of Gaynor Manthorpe so Frank agreed to make enquiries and report back.

A question was asked about the number of young drivers who had benefited from the under 26 discount scheme. It was confirmed that there were two in the previous financial year and a further two to date, this year. A suggestion was made that the scheme could be advertised in local news. Past experience of such advertising had shown a zero response level, and it was pointed out that our remit was much wider than just Chelmsford. It was agreed that the matter would be discussed in committee.

Des advised the group that we had been approached by the South Essex Group of Advanced Motorists (SEGAM) about merging with our group as they were having difficulty in maintaining themselves as an independent group. Members were advised that because group rules required such a move to be approved by a majority of the group, that an Extraordinary General Meeting (EGM) would be required, for which 21 days' notice must be given. It is intended, therefore, that an EGM will be held at the outset of the next group meeting on July 14<sup>th</sup>. Formal notice of this will be given shortly.

The meeting ended at 20:52

## **Treasurer's Report**

I have pleasure in presenting The Group's accounts for the year ended the 31 March 2025.

Whilst our income from renewals and new members remained in line with the previous year, we had a deficit of £1,696.57. This deficit was due to a number of factors.

It was agreed to increase the number of issues of Forward Vision produced and this with the considerable cost of posting the magazine, to those who still wish to receive it in paper format contributed to the above figure. In addition it was agreed to purchase an update of the Highway Code for each member of the Group.

The Group also started a scheme to award any young driver under the age of 26 at the time of passing their Advanced Motorists Test £100 as a way of encouraging young people to become better drivers.

The Group continues to support the Young Drivers scheme at a cost of some £450 during the year.

A successful claim for Gift Aid was made which provided £978 and I would encourage all of you who are taxpayers to complete a Gift Aid form. Our charity assets are still a healthy £14,586.75.

It is the wish of the Charity Commission that we do not retain a high level of assets as they should be used by the Charity for its stated purposes. 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 deficit last year following the cost of the trip to Studio 434 and the funds in this account are £2,576.51. I am pleased to advise you that the Group's accounts for the year ended 31st March 2025 have been reviewed by an Independent Examiner and they have received a clean bill of health.

**John Johnston**

Honorary Treasurer

14<sup>th</sup> May 2025



## **70 years young**

**Jen MacLellan**

If you received your copy of the IAM RoadSmart magazine you will have been reminded that almost 70 years ago, in March 1956, the organisation—then known as the Institute of Advanced Motorists—was born. The advanced driving test was devised shortly thereafter to raise driving standards and to promote road safety. This sent me scurrying for my library of early IAM newsletters as well as those of the North East London & Essex Group ("NELE") which were given to me to avoid their destruction in order



to establish dates of inauguration of NELE, Chelmsford & District, and the South East Essex Group. This library provides a history going back to 1956; NELE having been inaugurated on the 16th October 1957. The IAM recorded that in 1954, the Right Hon. John Boyd-Carpenter, then Minister of Transport, suggested that an Hons. degree for drivers—or an Advanced Certificate— would aid road safety in order to reduce the staggering number of accidents at that time. Statistics quoted state that in 1930, with less than 2.5 million vehicles on the road, 1,685 children were killed. By 1960 and with 9 million vehicles on the road, 727 were killed. This reduction and saving of young lives was also accredited to the work done in schools by teachers, police and road safety organisers and committees in educating children how to use the road properly and teaching them

kerb drill and cycling proficiency.

Improving road safety by the process of observing and coaching associates was the primary purpose of the IAM and a small number of Groups were formed covering the UK, with the area allotted to North & East London (NELE) defined as Essex, Suffolk, Norfolk, Cambridgeshire, Isle of Ely, Bedfordshire and Hertfordshire.

NELE credits the work of Denise McCann, then chair of BSM, in initiating the setting up of the IAM, and indeed she was the co-founder of the High Performance Course. What was considered to be a very basic driving test had only become obligatory in 1934 and police driver training commenced in 1937. Before that time, police drivers had no special driving instruction and the accident rates began to soar. The services of Sir Mark Pepys, the Earl of Cottenham, were engaged to develop superior driving standards for police drivers. Thus Roadcraft was created as was the police advanced system of driving, which showed immediate benefit in a two-thirds reduction in the accident rate.

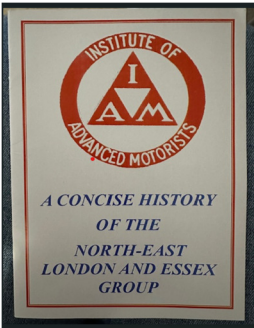
Denise McCann sought to follow the police advanced system of driving in the IAM system and she required all BSM instructors to sit the IAM examination.

During the period 1997 to 2007, Observer training became more formalised and four levels were adopted; Training Observer, Group Observer, Qualified Observer and Senior Observer.

The IAM Rules for Groups were adopted in 1961, but it was not until 1977 that the full Group Constitution was formulated. The constitution has since been updated and became effective in 1989.

The IAM began an extensive modernisation programme in 2015, updating its driving standards and core products. On 4th April 2016, as a result of the

rebrand, the various activities were all brought together (commercial training, advanced driver training and motorcycles) under the name of IAM RoadSmart.



NELE recorded that in January 1980, 29 members from NELE left the Group in order to found the Chelmsford Group with the approval of the IAM. Also with the agreement of the IAM, in July 1980, 10 members also retired from NELE in order to form the Southend Group, now known as SEGAM. This appears to tie in with Derek Maynard’s recollections currently noted on the SEGAM website.

And so, once the merger of the two Groups is finalised, we can look forward to our own very special 50 year celebration in 2030!

**Your Committee**  
(as from June 2025)

<b>Des Shillingford</b>	<b>Chair</b>
<b>Ben Falcus</b>	<b>Vice Chair</b>
<b>Frank Ferguson</b>	<b>Secretary &amp; DPO Investigator</b>
<b>John Johnston</b>	<b>Treasurer</b>
<b>Andy Nicholson</b>	<b>Chief Observer</b>
<b>Mick Gilbert</b>	<b>Secretary</b>
<b>Terry Joyce</b>	<b>Group Contact &amp; Website Manager</b>
<b>Les McDonald</b>	<b>Committee Member</b>

## 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](mailto:enquiries@iamchelmsford.org.uk)**  
**Mob: 07714 566253**

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

**Chelmsford Group  
Advanced Motorists**

**[www.iamchelmsford.org.uk](http://www.iamchelmsford.org.uk)**

**Group Facebook page:  
(please "like" and follow)**

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

**IAM RoadSmart  
(Membership Services)**

**[www.iamroadsmart.com](http://www.iamroadsmart.com)  
**0300 303 1134**  
**[support@iam.org.uk](mailto:support@iam.org.uk)****

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<b>Secretary:</b>	Frank Ferguson	<a href="mailto:frank@quidni.co.uk">frank@quidni.co.uk</a>
<b>Chief Observer:</b>	Andy Nicholson	<a href="mailto:andynicho@hotmail.com">andynicho@hotmail.com</a> 07542 649591 (leave message)

### 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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