

Spring/Summer 2026



Forward Vision

Newsletter of **Chelmsford & South Essex Advanced Motorists**

Road Safety Strategy (published 7 January 2026)

"For the DfT, the challenge now is turning a comprehensive plan into measurable change on the road." (p.26)

previously published by IAM RoadSmart, and written by Paul Horrell.



Website:

www.iamchelmsford.org.uk



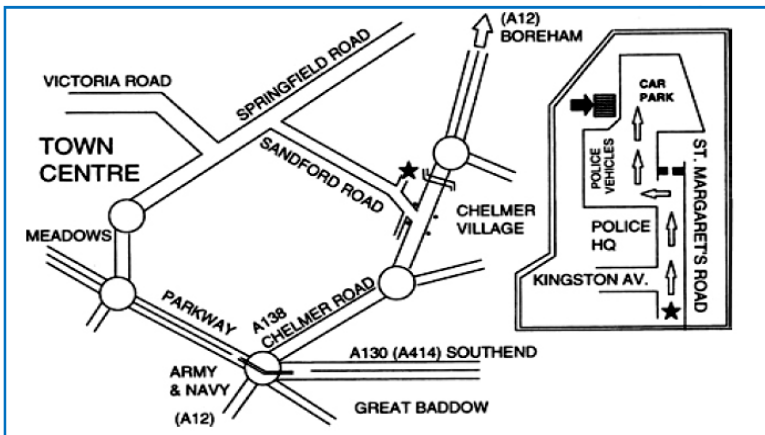
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IAM Group 7223

Registered Charity No 1059372

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Group Nights

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, and after signing in and buying 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, 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

- June 8** AGM. Notice and Agenda on p.36, and related documents on p. 4—7. This will be followed by as talk on Mature Drivers Preparation with Jo Ellis
- July 13** Serious Road Traffic Collisions with DI Mark Fraser, Essex Police (Serious Collision Investigation Unit)
- Sept 14** **Invitation** to our 30 Year Celebration! (p. 12) followed by presentation from 20 year-old Jamie Rodwell, winner of IAM RoadSmart's first ever "Rising Star" Award 2026
- Oct 12** Drink Driving, speaker t.b.c.
- Nov 9** HGV Driving with Peter Milchard
- Dec 14** Quiz and Christmas Buffet

Speakers for January 11, February 8 and March 8 2027 will be notified by email in due course but put these dates in your diary!

See us on **July 4** at Wheels, Hooves & Paws in Burnham-on-Crouch (see p. 34)

Forward Vision is published twice a year, in May and November. Contributions welcome. Deadline for next issue: 23rd October 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.

Chair's Report



Dear Members,

It has been an incredible year of transition and growth. Looking back, the merger of our two founding groups into the **Chelmsford and South Essex Group Advanced Motorists** has been a resounding success. We've streamlined our workflow and are soon to adopt a new acronym: **CHASE Advanced Motorists**. It's catchy, memorable, and it perfectly captures the momentum we feel right now.

That momentum is most visible in our group nights which have become increasingly well-attended. Whilst due in part to our increased membership numbers, the real draw has been the sheer quality of the speakers and the relevance – and quality - of the presentations they have made. The energy at these sessions is exactly what a thriving club should feel like.

The closing balance of the Bank of the SEGAM Group was transferred to IAM RoadSmart on December 8th as part of their standard winding-up process. Your committee is currently working with the Institute on the business case to have these funds transferred to our account. In the meantime, until completion of the legal formalities, our bank account and gift aid forms will continue in the name of 'Chelmsford & District Group of Advanced Motorists'. Once these additional resources are received, they will be utilised specifically to benefit road safety and member events across our new, larger territory.

This brings me to an important reminder for all our members, especially those who have recently joined us. Please remember that the subscription you pay to IAM RoadSmart in Welwyn is separate from your local group membership. To keep our successful group nights running and to fund our local initiatives, we rely on your **£10 annual subscription**.

If you haven't already done so, could members of the former SEGAM Group note that your subscription fell due on 1st January. Please set up a standing order for the 1st January of each year at the reduced rate of £10 as follows:

Payee: Chelmsford and District Group of Advanced Motorists
Sort Code: 40-17-08, Account Number: 51452428, Reference: Subs.

Payment by cheque is £15. Associates too please note that your subscription to our Group expires 12 months after you started your course and we very much hope you will continue to be a part of this your local Group.

As a registered charity, Gift Aid enables us to claim a tax refund on your subscription at no additional cost to you, provided you are a UK taxpayer. A Gift Aid form can be found on page 33.

If you have any questions about your membership, please talk to any committee member—specifically our Membership Secretary Mick Gilbert—who will be happy to give you the right information to ensure we continue to be a well-funded group. You will find Mick's contact details on p. 35.

So, what does your subscription give you? You will note from this edition of Forward Vision that we have enjoyed monthly presentations including from key

personnel from the Essex Police, IAM RoadSmart, and even three local advanced driving test Examiners to name but a few. We offer subsidised events from time to time as well as two editions of Forward Vision magazine a year.

I also want to highlight the backbone of our road safety mission: our training. We are particularly delighted with the progress of our combined **Observer Group**. Under the leadership of Chief Observer **Andy Nicholson**, our Observers are doing a sterling job ensuring Associates reach the highest standards of Advanced Driving Certification. Andy's comments on p.15 reflect this. Beyond that, several of our Observers have pushed themselves further, successfully taking their **Masters qualification**. To those individuals: we salute you. Your dedication directly enriches the expertise of our entire group.

However, a group as active as ours doesn't run on its own. We are always in need of **volunteers**. Whether you are interested in joining the committee—either as a full member or in a supporting role—or simply helping out at our Group Nights or one of our event days, please let us know.

Members attending the January group night were saddened to learn of the passing of IAM and group member Martine Compton at the end of last year. Martine was key to our group nights, when for 5 years she set up and manned the front desk with Malcolm. Martine first passed the advanced driving test in 2017, and spoke of her delight at achieving the qualification so quickly, crediting former Chair and Observer John Ockmore for his guidance and support (picture right receiving her certificate from John) She will be fondly remembered for her commitment and valued contribution to the Group. The Group has donated to Martine's chosen charity, with many members attending her funeral.



In closing, I would like to offer a heartfelt thank you to every volunteer involved in making this group a success. Whether you are a committee member, an Observer, a regular on the front desk, one of our fantastic speakers, or someone who helps us with one-off events—thank you.

And, of course, a big thank you to all our members. Without you, there would be no point to any of this. Let's look forward to many thriving successful years ahead!

Thank you.

Des Shillingford Group Chair

Stay in touch! Please ensure we have the correct personal details for you. Email addresses are particularly important as opportunities and events arise from time to time with insufficient time to include them in Forward Vision.

Please notify any changes in personal details including email address to the Membership Secretary, Mick Gilbert (contact details on p.35).

Treasurer's Report

I have pleasure in presenting the Group's account for the year ended 31st March 2026.

To ensure inclusion in Forward Vision the figures are draft and subject to an independent review which will happen before the AGM.

It is pleasing to note that our income both from full member renewals and Associate Members fees increased which shows that more people are appreciating the benefits of taking the Advanced Driver course and when passing continue the membership of the Group.

Whilst our expenditure for the year exceeds income it is lower than last year.

Highlighting two aspects of the expenditure. The first is that it has been agreed that to enhance the skills of our observers we would pay for the cost of the Masters course for any of those that wish to take it. The fee is £250 pp and so far, three observers have taken the opportunity to improve their skills in this way.

The second is that following the appointment of a new Chief Observer and after our amalgamation with SEGAM, regular Observer meetings are held. This requires the hire of additional facilities.

As a Group we continue to support the Young Drivers scheme and give rebates of the fees to Associates who passed their Advanced Driving before the age of 26. Both these initiatives potentially reduce the number of road accidents this age group is involved in.

Whilst our reserves are now reduced to £12,700, a Gift Aid claim for the last 2 years will be made shortly. We are also due to receive more than £3,000 of the funds held by SEGAM prior to the amalgamation and it is understood these will be released by Head Office shortly.

In respect of the social account, the funds now stand at £3,083 which is a result of more members coming to the Group nights, £254 in respect of monies owing from the 434 activity the previous year and £31.50 relating to petty cash SEGAM was holding.

This will be my last report as I have decided that after 15 years as Treasurer to stand down and give someone the opportunity. It has been an honour to look after the Group's account for so many years, and I pass on my best wishes to my successor.

John Johnston
Honorary Treasurer
21 April 2026

Chelmsford & South Essex Advanced Motorists
Income & Expenditure Account for the year to 31 March 2026

| Income | | Year ending 31/03/2026 | | Year ending 31/03/2025 | |
|--------------------------------|--|------------------------|-------------------|------------------------|-------------------|
| Gift Aid | | | | £978.93 | |
| Full Member Renewals | | £2,512.00 | | £2,397.00 | |
| Associate Member joining fees | | £1,844.00 | | £596.50 | |
| 4x4 days | | | | £300.00 | |
| Skid pan | | | | £540.00 | |
| Newsletter | | | | | |
| Book Sales | | | | | |
| Donations | | | | | |
| Total Income | | | £4,356.00 | | £4,812.43 |
| Expenditure | | | | | |
| Other | | £1,648.00 | | £1,070.21 | |
| Books | | £511.57 | | £1,197.60 | |
| General admin & room hire | | £2,091.61 | | £1,044.15 | |
| Telephone & Postage | | £951.67 | | £1,173.15 | |
| Printing & Stationery | | £337.29 | | £182.64 | |
| Travel | | £271.08 | | £192.52 | |
| Bank Charges | | £29.60 | | £68.40 | |
| 4x4 Days | | | | £378.00 | |
| Skid Pan | | | | £720.00 | |
| Newsletter | | £491.23 | £6,332.05 | £482.33 | £6,509.00 |
| Surplus for Year | | | -£1,976.05 | | -£1,696.57 |
| Gen Fund Bal b/f | | | £6,310.43 | | £8,007.00 |
| Surplus for year on activities | | | -£1,976.05 | | -£1,696.57 |
| General Fund Bal c/f | | | £4,334.38 | | £6,310.43 |
| Capital Assets | | | | | |
| Virgin Deposit b/f | | £8,276.32 | | £8,185.66 | |
| Int 2025/2026 | | £105.44 | £8,381.76 | £90.66 | £8,276.32 |
| Total Assets | | | £12,716.14 | | £14,586.75 |
| Social Fund b/f | | | | | |
| Income | | | £1,449.50 | | £828.00 |
| Expenditure | | | -£866.86 | | -£1,623.07 |
| Previous Yrs Cq | | | -£188.25 | | £188.25 |
| Cq. o/s 25/26 | | | £112.90 | | |
| | | | £3,083.90 | | £2,576.51 |

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.

Claire ANSBRIDGE (Chelmsford), David ASHFORD (Woodham Ferrers), Heather BINER (Rayleigh), Rae BROOKS (Chelmsford), Callum BROWN (Billericay), Paul CARDEN (Chelmsford), Mike CHAPMAN (Benfleet), Gary FISHER (Benfleet), George FRANCIS, Elif GULEC (Chelmsford), Princy FRANCIS (Southend-on-Sea), Govindasamy VELUCHAMY (Hatfield), Nigel GREEN (Braintree), Graham HARRISON (Rochford), Luke HARTLEY (Chelmsford), David HIRST (Chelmsford), Dean IBRAHIM (Braintree), Stefan LESZCZUK (Chelmsford), Derek Martin Wybrow (Bicknacre), Mia O'HALLORAN (Basildon), Abigail OVERETT (Chelmsford), Kathleen PAGE (Brentwood), Anuradha PARIKH and David PITT (both Chelmsford), Cameron POPE (Dunmow), David Prentice (Braintree) Atikur RAHMAN (Westcliff-on-Sea), Rhonda RICHER (Rochford), Vivienne RUIZCALZADA (South Woodham Ferrers), Yvonne SCARSBROOK (Westcliff-on-Sea), Ben STANIFORTH (Basildon), Lisa WHITEMAN (Orsett) and Oliver WISLOCKI (Leigh-on-Sea)

Welcome also to rejoins John STEVENS and Jenny PENNICK.

Roll of Honour

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

**Callum BROWN
Paul CARDEN (F1rst)
Dan CREASE (F1rst)
Michael FREEMAN
David HIRST
Benton HODGES (F1rst)
Julie INGGS (F1rst)
Mark LAMBERT (F1rst)
Catherine LILLEY (F1rst)
Robert MAHONEY
Kevin MOORE
Khuram NAWAZ (F1rst)
Jacob O'MALLEY
Christine PINDER
Atikur RAHMAN
John RUSE
Hannah THORNTON (F1rst)
Christopher WHEELER (F1rst)
Daniel WHEELER (F1rst)
Derek Martin WYBROW (F1rst)**

Observer

Des Shillingford
Terry Joyce
Paul Hill
Robin Bradley
Robin Bradley
Brian Noble
Carl O'Malley
Niall Hossack
Derek Wright
Paul Heasmer
Paul Heasmer
Derek Wright
Des Shillingford
Des Shillingford
Derek Wright
Paul Heasmer
Robin Bradley
Paul Heasmer
Ian Bolton
Andy Nicholson

Congratulations also go to the following who recently passed their Masters qualification: group member **John Tullett** and National Observer **Carl O'Malley** both of whom achieved a Distinction!



John Tullett (above) receiving his Certificate from Chief Observer Andy Nicholson and Carl O'Malley (right) with his son Jacob (who recently passed his advanced driving test). Carl's Examiner was Colin Underwood (on the left of the photo), and Des Shillingford (second from right) was Jacob's Observer.

Those achieving F1rst's and Masters will find their name on the IAM RoadSmart on-line Register for a period of 5 years (www.iamroadsmart.com—under the "Onward Journey" tab)



Paul Carden, Dan Crease, Michael Freeman, David Hirst, Julie Ingg and Robert Mahoney receive their Certificates.



Michael Morgan, Christine Pinder, Hannah Thornton, Daniel Wheeler and Derek Martin Wybrow receiving their certificates !

Its overwhelming to hear the success stories over the last few months. Daniel Wheeler was one such success story. Having had only five observed runs with Observer Ian Bolton, he achieved a clean sheet of '1's' which gave him an impressive and well deserved F1rst.

Ian said it was an absolute pleasure to help Daniel achieve his goal adding that one of Daniel's highlights was his spoken thoughts which brought his drives to life, and added oodles of "sparkle". Daniel drives for a living and there is no doubt that his IAM RoadSmart F1rst Certificate will enhance his CV.

Because he did so well, Ian has suggested that he may like to consider taking the ultimate advanced driving challenge—the Masters. This is considered to be the most challenging civilian test in the country.

Observer Team

Our Chief Observer and Associate Co-ordinator is Andy Nicholson (Chelmsford) whose contact details can be found on page 35. In addition to Andy, the Group has 12 active Observers as follows:

Observer/Location

- Ian Bolton (South Woodham Ferrers)
- Robin Bradley (The Rodings)
- Mark Criddle (Chelmsford)
- Jo Ellis (Crays Hill)
- Paul Heasmer (Grays)
- Paul Hill (Writtle)

Observer/Location

- Brian Noble (Hockley)
- Terry Joyce (Rayleigh)
- Carl O'Malley (Chelmsford)
- Des Shillingford (Brentwood)
- Derek Wright (Basildon)
- Niall Hossack (Hockley)

Trainee Observers:

- Ben Falcus (Maldon), John Stevens (Billericay) and Dan Crease (Chelmsford)

Date of Inauguration for The Chelmsford & District Group Advanced Motorists

Jen MacLellan



A big thank you to lifelong member Dave Travers (left and below) for highlighting an error in the previous Forward Vision issue. That edition included a snippet from the North East London & Essex (NELE) Group's booklet "A Concise History of NELE" published in 2017 which mistakenly notes the inauguration of 'The Chelmsford & District Group Advanced Motorists' as January 1980.

Thanks to original newsletters kindly provided by Dave and who at that time was on the Committee, we now know the correct date: 20th September 1996. This has now been confirmed by reviewing our Constitution.

Dave tells me the inaugural gathering took place at the Channels Golf Club with IAM Area Organiser David Hage and the Mayoress of Chelmsford in attendance. The event drew a great crowd and the newly formed Group was chaired by the late Mike Corbett.

Dave's long-standing commitment to the IAM – and indeed to NELE, the South Essex (SEGAM) & the Chelmsford Groups - spans over 62 years. He first passed the advanced test in 1964, and spent a year with NELE before moving to Chelmsford in 1967.

In 1981, he joined the South Essex Group (SEGAM) and the Committee. After some eight years, work commitments led him to step down, but he recalls SEGAM continuing to host public parking events, participating in the Southend Carnival—most notably towing a crashed car on a trailer – and other road safety initiatives.



Shortly after the Chelmsford Group formed in 1996, Dave joined and became a committee member where he initially served as the area's sole Observer, and managed the group shop selling books, pens, ties, badges, and more. He retired from the committee and his observing duties in 2009 and was honoured with life membership.

Now aged 94, Dave remains just as enthusiastic about driving and currently owns a 2020 Lincoln MKZ 2-litre turbo (registration number MY20 MKZ) (overleaf) which is apparently one of only 4 in the

country; at the time of purchase it had just 600 miles on the clock. It's clearly his pride and joy!

Dave said it was great to see the Group are once again awarding framed Certificates at group nights to those who had completed the course and passed the advanced driving test. Maybe paperless has gone too far! The fact that he has retained his Certificate for more than



60 years shows the deep sense of pride the qualification gives.

Life Members

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

We would like to invite Life and all Members, Observers, Associates and friends to join us for a short toast with fizz or fruit juice and cake to celebrate the ...



**30th Anniversary of the Inauguration of
The Chelmsford and District Group of Advanced Motorists**
at group night on **14th September 7.45 p.m.**

*This will be followed by a presentation by Jamie Rodwell, winner of
IAM RoadSmart's first ever "Rising Star" Award 2026*

The latest edition of the Highway Code was released by the Driver Standards Agency in 2022 and included several changes that many drivers are not aware of. One of the most potentially controversial of which is the Hierarchy of Road Users. This section of the Code has three rules listed as H1 to H3.

I would like to focus on rule H2 which applies to all drivers, motorcyclists, horse riders, those operating horse-drawn vehicles and cyclists i.e. pretty much everyone.

The new feature in 2022 was that the rule now opens with the sentence; 'At a junction, you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.' During the consultation on the 2022 Code this caused some concerns based on the disruption to the flow of traffic, particularly in busy towns and cities, that they envisaged would be caused by cars stopping as they were making a left or right turn, to let pedestrians cross the road, especially as it refers to those 'waiting to cross' as well as those already in the road.

I imagine that the reason why this rule has not caused more difficulties than it seems to have is that most people either are not aware of the change to the Code, or do not apply it.

The rule is a 'should', rather than a 'must'. So there is no specific offence of not complying with this, although of course failing to accord the necessary priority to pedestrians could provide evidence in a case of driving without due care and attention, or indeed in any civil damages case.

My driving tips can be summarised as follows:

Remember this rule when turning left or right into a junction and there are pedestrians crossing or waiting to (or about to) cross.

If they are already crossing, you must stop.

If you believe that they might cross (perhaps without looking), then as a safe driver obviously you should stop.

If they are waiting to cross and have looked your way, then you have to decide whether or not to stop. You should do so, but only if it is safe to do so, because there is no vehicle likely to collide with you from the rear (who is probably not aware of the pedestrian). In this circumstance, do not beckon the pedestrian to cross; it is their choice.

The spirit of this rule is to allow pedestrians to be safe by giving them priority, it is not intended to cause collisions on the road and in my view should be interpreted in a sensible and pragmatic manner.

Improve your parking with IAM RoadSmart

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

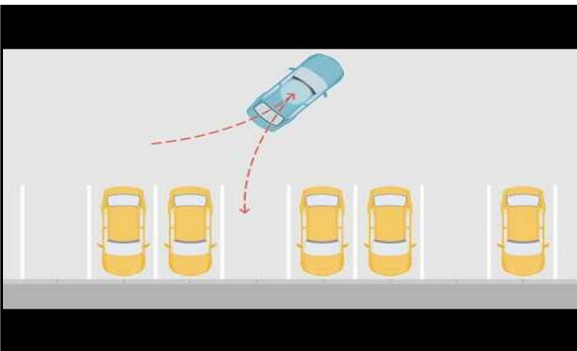
So IAM RoadSmart have published the following handy tips to help you to park like a true professional.

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

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

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

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



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

[Improve your parking and manoeuvring: tips from IAM RoadSmart - YouTube](#).

Comments from the Chief Observer

Andy Nicholson

I always think that 'Chief Observer' is a rather grand-sounding title. Don't be too impressed! It doesn't mean that I'm a better driver than the other Observers, nor that I'm more highly qualified as an Observer (we all have the same IAM National Observer qualification - certified by the IMI). What the role boils down to is one of coordination and administration.

As Chief Observer, my main role is to match new associates to one of our National Observers. I take into account geographical distances and of course availability (including whether or not people are available during the working week, or only at weekends).

I'm pleased to report that we're continuing to see strong local demand for the IAM RoadSmart Advanced Driver course. Of course, the number of new Associates is up in part because we now cover a far larger area, following the merger of 'Chelmsford & District' with 'South Essex' groups. However, even on a like-for-like basis demand is up significantly this year. **The data in the table shows FY2025 YTD 2026 on a like-for-like basis.** For the full-year in 2025, 28 people passed the test. Year to date 2026 (after just less than 4 months of the year) we're already at 13 passes, with another 24 associates in-progress on the course and 4 more people on our waiting list. Our apologies to anyone who has had to wait to start the course.

| KEY DATA | YTD 2026 | FY2025 |
|--|-----------|-----------|
| New Associates this year | 22 | 49 |
| Carried over from PY (incl' Waiting & On-Hold) | 23 | 10 |
| Total Associates YTD | 45 | 59 |
| Did not start (DNS) | 1 | 3 |
| Waiting to start course | 4 | 0 |
| In Progress (excl' failed but trying again) | 24 | 22 |
| Awaiting Test (incl' in 'In Progress') | 3 | 4 |
| Passed Test | 13 | 28 |
| Failed | 1 | 0 |
| Failed then Passed (incl' in 'Passed') | 0 | 1 |
| F1rst (incl' in Passed) | 7 | 12 |
| F1rst % | 54% | 43% |
| On Hold | 2 | 1 |
| Did not finish (DNF) | 0 | 5 |
| Total YTD (sum of red numbers) | 45 | 59 |

Of the 13 people who've passed so far this year, an extraordinary 54% (7 people) have achieved a First. The results we've achieved are due to the hard work of our team of Observers, all of whom, of course, give their time voluntarily to coach associates through the Advanced Driver course. We have 13 National Observers (including me), but now also three people in training for the National Observer assessment: Ben Falcus, John Stevens and Dan Crease. So, with a strengthening of the team, we'll hopefully be able to stay on top of demand and eliminate the waiting list.

Since the last issue of Forward Vision, a key change has been the appointment of Carl O'Malley (one of our National Observers) as Training Officer. In this committee role, Carl coaches the Trainee Observers for the National Observer Assessment. In addition, he also shares with me the workload of conducting 'Free Tasters' (for people considering the Advanced Driver course) and Mock-Tests (a second-opinion and final check before Associates are put forward for the test).

We've conducted 5 Free-Tasters so far this year, and all 5 people have subsequently enrolled on the course. We're expecting a surge in demand as IAM RoadSmart HQ are planning to promote Free Tasters far more.

We now have Observers' Meetings three times a year. These are an opportunity for information sharing and discussion. The first couple of meetings were invaluable to clarify our processes, following the merger, to ensure everything ran smoothly. At our meeting in October, one of the agreed actions was to agree to meet in pairs to observe one-another's driving. This was a useful exercise, you can always learn something new from a drive with a fellow Advanced Driver. As a follow-up to the February Group Night where three Examiners spoke, at our Observers' Meeting in March we were joined by two of the IAM Examiners (Tom Duggan and Colin Underwood). This gave us the opportunity to discuss in greater depth their expectations of Associates on test, so that we can ensure that we provide all of our associates with appropriate guidance during the course. I believe that in general all of the Observers were operating similarly and to a pretty high standard (as shown by our results), after all we'd all passed the same assessment to become National Observers not so long ago. However, as the saying goes 'every day is a school day' and I think we all picked-up a number of useful hints and tips.

The next article 'Tips for anyone preparing for an IAM Test' combines my own experience with published advice from the IAM and tips gleaned from the recent meeting with Examiners.

Tips for anyone preparing for an IAM Test

Whether you're an Associate preparing for the Advanced Driver test or a Fellow preparing for your re-test, prior preparation is vitally important. Here are some tips to help you...

Prepare your vehicle:

Do your **POWDER** checks. Don't just pay lip-service in your cockpit drill. Really do the checks thoroughly a day or so before the test. For those not familiar with the acronym:

Petrol (or diesel or electric charge, as applicable) – make sure you have enough fuel

Oil – check the oil level. Remember to do this when the car is parked on the level and when the engine hasn't been started for some time (so the oil drains back into the sump)

Water – i.e. check the engine coolant level and top-up the washer fluid

Damage – Check for any damage. Hopefully there is none, but if there is some minor damage (that doesn't render the vehicle unroadworthy) be ready to point it out at the start of the test.

Electrics – check that everything is working and in particular that all the warning lights go out when you start the engine.

Rubber – check your tyre pressures are as per manufacturer's guidance. Then check tread depth (the legal minimum is 1.6mm across the centre three-quarters of the tyre; but 3mm is recommended for good wet weather braking). Also check that the wiper blades are in good condition

It is strongly recommended that you **clean the car inside and out**. Cleaning the interior is especially important. Examiners have been known to refuse to get-into cars which look filthy. So, remove any clutter and then clean the interior and don't forget to clean the inside of the windscreen. Washing the exterior just helps to create a good first impression. At least make sure the windscreen is thoroughly washed.

Prepare yourself:

The acronym POWDER is sometimes changed to **POWDERY**, with the Y standing for 'You', i.e. are you OK to drive?

There's another acronym which is a long-hand way of confirming you're fit to drive. **'I'M SAFE'**:

Illness – i.e. free of illness

Medication – i.e. either 'I don't need any' or 'I've taken any that's necessary'

Sleep – i.e. I've had enough

Alcohol – i.e. I’m not under the influence

Fatigue – i.e. I’m not too fatigued to drive

Emotion – i.e. I’m not in an emotionally charged state that might affect my driving

Prepare and Practice your Cockpit Drill:

Practice your Cockpit Drill so that you can do it fluently. I recommend four elements:

Car Specification – Make, Model, Engine (fuel type & power), transmission, driven-wheels, key-features (e.g. This is a Ford Fiesta 1.0 litre petrol (100PS), 5-speed manual. It’s front-wheel drive, with a cruise-control & a speed limiter). Be selective about the key-features you mention. You don’t need to describe every last detail (like a salesman handing-over a new car) but include anything which directly affects the way you handle the car e.g. electronic parking brake or speed limiter (especially if you intend to use it). It’s a good idea to add a comment like “Those are the key features of this car. I hadn’t intended to go into more detail, unless there’s anything else you’d like me to explain”.

Car Set-Up – i.e. correct adjustment of seats, steering column, mirrors, head-restraints. Plus: the doors are closed and seat-belts are on and working (give a tug to prove it locks).

POWDERY checks – as previous page

Road Conditions – mention the weather & time of day and the consequences e.g. It’s been raining so the roads will be wet and stopping distances affected. It’s 10:30am on a weekday; so, although rush-hour has passed, town traffic will be moderately busy.

Note: It is also recommended that you mention to the Examiner that you’ve had the opportunity to test the brakes on the drive to meet him (or her), but that you’re willing to demonstrate a Rolling Brake-Test if necessary. As it can be difficult to find somewhere to demonstrate a rolling brake-test safely, the Examiner is likely to thank you and not ask you to demonstrate one.

Do your Homework

Success in the Advanced Driver test depends not only on the quality of your drive, but also the quality of your knowledge of Advanced Driving theory (as set-out in the Course Logbook) and your knowledge of the Highway Code.

Make sure you can answer questions such as these (**answers on p.20**).

What is the System of Car Control?

What is the Limit Point Technique?

Practice, Practice, Practice

Every time you go out in your car, think about your driving and put into practice everything you've learned on the course. Advanced Drivers are always constructively self-critical, evaluating their own performance and constantly learning. Practice too your spoken thought, even speaking the words out-loud (if you're in the car alone).

Remember that Examiners are looking for the following four driving characteristics:

Safe – safety overrides all other considerations

Systematic – using the system of car control (IPSGA) to deal with all hazards

Smooth – keep the car settled and stable

Sparkle – make good progress when it is safe and legal to do so.

Allow time for a practice drive on the day of your test. Being a little nervous is natural. It even helps to keep us sharp, but don't stress. Believe it or not, the Examiners are human too. They want you to do well. And, it's not the end of the world if you don't get the result you're looking for. If necessary, you can do it again.

What to expect on the day of the test

Arrive early and reverse park into a parking space

Introduce yourself to the Examiner (with a handshake) outside the car

The Examiner will check your eyesight – reading a number plate at 20 metres

Walk around the car with the Examiner – point out any minor damage. The Examiner is likely to pay particular attention to your tyres – looking for low tread or side-wall bulges

Inside the car, the Examiner will ask you to sign the usual Documents Declaration

You'll be asked to do a Cockpit Drill

The Examiner will provide route directions

At the end of the drive, you'll be notified immediately whether or not you have passed.



There are 23 Competencies against which you will be marked:

1) Safety & Legality, 2) System, 3) Observation, 4) Planning & hazard management, 5) Anticipation, 6) Vehicle sympathy & eco-driving, 7) Positioning, 8) Spoken thought, 9) Gear changing, 10) Use of gearbox, 11) Acceleration sense, 12) Mirrors/rear observation, 13) Steering, 14) Braking, 15) Signals, 16) Knowledge, 17) Cornering, 18) Overtaking, 19) Restraint/progress, 20) Human factors & concentration, 21) Courtesy, 22) Slow manoeuvring, 23) Smoothness.

Against each you will get a grade 1-3, as follows:

- 1) Commended
- 2) Satisfactory
- 3) Requires Development.

There are three possible outcomes:

Fail - Any Grade 3's will result in a 'Fail'.

Pass – the result for the majority of Associates

F1rst – (that's not a typo, it's what IAM RoadSmart call it) – Examiners may award a F1rst if the Associate scores a '2' in no more than three categories. Those categories can be 'Spoken Thought', 'Vehicle Sympathy & Eco-driving' and any other one category, except for 'Safety & Legality' and 'Slow Manoeuvring' which must score '1'.

***Answers from p. 18**

1. The **System of Car Control** is a systematic way of approaching and negotiating all types of hazard. It is methodical, safe, systematic and smooth. The system is summarised by the acronym IPSGA – Information, Position, Speed, Gears, Acceleration.
2. The **Limit Point of Vision** is the furthest point for which you have an uninterrupted view on your side of the road ahead (on the approach to a bend or the brow of a hill). You have to be able to stop within that distance. So, **the Limit Point Technique** is a systematic way of judging the correct speed to approach and negotiate a bend. If you've used the limit point to approach the bend at the correct speed, when you get closer the limit point may start to move further away. If it does, then you can afford to accelerate.

Group Nights

November—Rolls-Royce to the 'Noddy' Bike and Police Vehicles of the 1970's Remembered

Rhett Brown

Former Police Officer, Prison Officer, Prison Governor, Motor Cycle instructor and Examiner, Rhett's IAM membership dates back to 1982 but his road safety predates that as a Police Driver. Problems with the technology did not impact the entertainment of Rhett's talk, in fact it probably enhanced it. Impromptu and entertaining indeed, these are Rhett's recollections in his own words!

"The Chauffeur's Discipline. My career began with the ultimate automotive education: the Rolls-Royce training school on Scrubs Lane. As an assistant chauffeur in the city, I learned to treat the Chairman's Rolls and the directors' Rover P5s with reverence. I lived in a world of polished chrome, seamless gear changes, and the absolute authority of the Head Chauffeur. But despite the luxury, I yearned for the blue light. However, I kept my interest and contact with the IAM by becoming a trainer on the Motorcycle course on my days off.



*A Morris 1000 Panda car
(photo by Andrew Bone (CC BY 2.0), via
Wikimedia Commons*

The Reality of the Met at eighteen and a half. I traded the Rolls-Royce for the Metropolitan Police. Posted to Hayes in 1972, the automotive reality was a far cry from the city elite. The station's pride was an Area Car—a powerful Rover P6—supported by a few Morris 1000 Panda cars and an old Mk1 Transit. As a rookie, however, I was grounded behind the front desk, watching my senior colleagues zip off into the night while I processed dog licences.

The Missing Panda. The "daily peril" of the city commute was nothing compared to the chaos of the night shift. While the Sergeant napped and the Inspector was "occupied" upstairs with the telephonist, "Drunken Duncan" staggered into the parade room and collapsed. He had returned on foot, leaving his Panda car somewhere in the dark expanse of Hayes.

Checking the yard, my panic rose: a marked police vehicle was gone. I woke the Sergeant who erupted into a fury, and then I was sent to fetch the Inspector. The "Governor" emerged from his office, frantically buttoning his tunic, his priority shifting instantly to crisis management. The missing car had to be found before the "early turn" arrived, or careers would end.

The Accidental Motorcyclist. In the scramble to preserve secrecy, the Inspector turned to me. Knowing I had a history with bikes, he barked: *"Take the noddy bike out and scout round for the Panda."* I stammered that I hadn't yet taken the official police riding course. He didn't care: "Just take the bloody bike and get out!" And so, I straddled a police motorcycle for the first time—not through a formal course, but out of a desperate need to find a Morris 1000. It was eventually located, parked incongruously in a local woman's garage. It was the night the disciplined IAM instructor met the frantic, "off-the-record" reality of the Met, launching my career as an authorised police motorcyclist by sheer accident."

January—Essex Police Road Policing

Adam Pipe



After 15 years, we were delighted to welcome Adam back to speak to the Group. Adam was joined by PS Tim Marshall who arrived in an Essex Police VW Tourareg, but unfortunately, he had to leave swiftly to respond to an emergency.

During 34 years' service with Essex Police - the last 8 as Head of Roads Policing, Operational Police Command - Adam has undertaken various roles in traffic during which he has seen many changes. Although not a police officer, Adam is Chief Inspector equivalent and sits in the command team with his team of uniformed officers, police inspectors, sergeants, and PCs so he is indeed in an incredibly unique position.

In 2001 there were more than 300 road policing officers and 10 operational bases. Now only 85 constables remain covering two bases, one at M11 Chigwell and the other at Boreham A12. A vast area to cover with a sergeant and seven constables covering five shifts with a blue light run from Chigwell to Southend taking around 50 minutes. On the positive side, Essex still has more officers than Kent who have just 32 officers for roads policing.

Adam oversees three teams covering Traffic Prosecution, Traffic Offence Process, and Speed Enforcement. One of his challenges is the loss of very experienced staff and so with incoming young and inexperienced new recruits ongoing training has become one of his key responsibilities.

Adam also oversees the Commercial Vehicle Unit where there are officers qualified to drive large vehicles. These patrol for distraction offences and educate drivers at Motorway Service Stations. The unit includes accredited detectives (death by dangerous driving aggravated by drink or drugs can lead to life imprisonment). The team maintains high efficiency and works closely with forensic investigators in the Serious Collision Investigation Unit.

Resulting Fatal Casualties by year

| 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|------|------|------|------|------|------|
| 64 | 46 | 49 | 42 | 47 | 48 | 50 | 44 | 51 | 46 |

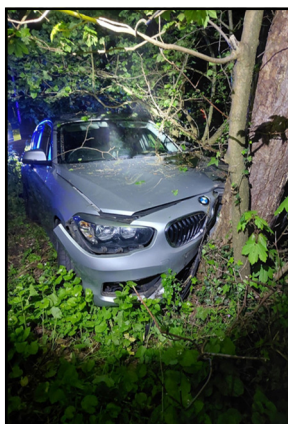
All Killed and Serious Injuries Casualties

| 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 |
|------|------|------|------|------|------|------|------|------|------|
| 1025 | 926 | 931 | 874 | 723 | 802 | 822 | 869 | 809 | 783 |

Former paper-based systems led to under-reporting by 15–20% and so the initiation of online reporting from 2017 improved accuracy. Advancement in car safety, education, enforcement, and rapid medical responses—such as air ambulances and trained Roads Policing officers—have saved lives which explains why the statistics appear to have levelled out.

Fatal collisions not only devastate families and the communities but affect staff deeply with long term sick leave and support impacting the teams. These fatalities include drivers, passengers, pillions, pedestrians, and cyclists. Adam highlighted the shocking number of incidents involving drugs and alcohol, emphasising their impact in the number of severe accidents. Adam noted that rising e-bike and e-scooter numbers pose new challenges and, nationally, cycles comprise 22% of fatal and serious road casualties.

Main causation factors include excessive speed, impaired driving (drink/drugs), and careless driving. With more incidents reported online, investigations assign more specific causes to support analysis. Adam's team faces staffing constraints but aims to use technology and artificial intelligence for better outcomes.



In 2017, new laws made it illegal to drive with specific levels of cocaine or cannabis. Offences like speeding and other crimes rose until Covid when there were so many arrests that the toxicology system was unable to cope; delays led to public frustration over lack of outcomes. Testing capacity has since improved, and after a 2024 Christmas campaign, Essex saw arrests rise: 307 recently and 511 in December 2025. Of these, 35% had prior drug-driving convictions, and 6% had violence/ domestic abuse histories; the team is now exploring links to other crimes.

In 2025, drug/driving arrests were 1,874 compared to 754 during Covid. Adam highlighted the challenge of recovering the excessive cost of tests – currently public funded and the audience all agreed with Adam that the police should be able to recover such costs from the offenders.

Adam drew attention to the Government’s new Road Safety Strategy released in January (see p.26). With increased tracking of vehicles linked to drink/drug offences using ANPR - and individuals facing multiple cases before court - the updated Strategy will grant police increased authority over such offenders.

Legislation clearly needs improvement, with Adam suggesting disqualification upon leaving custody and advocating for more efficient evidential sampling methods, citing France's saliva tests. Adam highlighted concerns about rising ketamine and new drug abuse, noting challenges in detection and the use of herbal remedies as defences to criminality. The team are training to conduct field impairment testing, and additional wipe tests at roadside checks, and monitoring specific areas in Essex for traces of drugs in the water system so that they can target enforcement.

Road policing in Essex aims not only to improve safety but also to disrupt criminal activity using the road network. Most crimes in Essex involve roads, and recent efforts have shown that initiative-taking policing—such as stopping offenders for traffic offences - helps remove drugs, weapons, and prosecute individuals linked to organised crime and modern slavery. This work is vital to maintaining and growing the roads policing unit, especially as roads gain strategic importance with ongoing development. Policing key routes prevents the spread of drugs and weapons from other regions, making targeted road enforcement essential.

During 2025, Adam’s teams had processed around 106,000 speed offences, each serving as a source of intelligence. The Home Office had funded the targeting of violence in towns and cities with 84 arrests related to women and girls and 31 operations resulting in 500 arrests (mostly drug/drivers across Southend, Brentwood, and Colchester). They had also conducted daily operations addressing 7,500 offences and seized 5,800 uninsured vehicles.



With more roads and infrastructure projects coming online—including the lower Thames crossing, airport expansion, 10,000 new homes in Harlow, and increased use of the A12—policing will face challenges as there are fewer traffic officers. Discussions with government and local authorities are underway to address new speed limits

and road restrictions, emphasising technology-based enforcement over traditional patrolling.

Adam identified the challenges ahead. Current legislation desperately needs updating to provide for the roads we have today (e.g. e-scooters). There are technical issues with manufacturers unwilling to provide for the sharing of information between the car and the police following fatal collisions. Also, in a single tour of duty, a police car will complete 450 miles – and fill up three times and so the police fleet is an issue. Adam has also identified the financial landscape, the new Road Safety Strategy, and an ever-changing Essex landscape as challenges in the road ahead (apologies for the pun!).

Adam responded to questions from the audience throughout his presentation; the impact that Covid-19 had on young drivers, autonomous cars, the condition of road signage/obstructed signs and the state of the roads (although Essex recently received a Green Award for pothole repairs).

Each month, Adam's team processes approximately 500 video clips sent in by drivers and around 350 of these subsequently result in a prosecution either through courses, conditional offers, or court appearances. Two court days per month now manage this "extra eyes" footage, which magistrates value for providing crucial evidence and this example alone reflects just how road traffic policing has changed from 'on-road' to 'back-at-base'.

DI Adam Pipe delivered an engaging overview of the broad range of work undertaken by Essex Roads Policing, offering valuable insight into the challenges he and his officers face on a daily basis, and the skills required. We look forward to welcoming him back to Group in the not nearly so distant future—15 years was clearly way too long to keep up with the pace of change on our roads.

We look forward to receiving a presentation from DI Mark Fraser from the Serious Collision Investigation Unit at our July group night.

Serious Collision Investigation Unit

1 Det Inspector
3 Det Sergeants
15 Detective Constables

ESSEX POLICE
Protecting and serving Essex

Road Safety Strategy (7 January 2026)

Paul Horrell

The Road Safety Strategy is not law itself, but rather a “white paper” or policy framework that outlines the government’s plans for future legislation. First published by IAM RoadSmart on 9th March 2026, this article was written by top-tier motoring writer Paul Horrell and is reprinted with their kind permission.

The Government has set out a bold plan to cut road deaths by two thirds and is embracing a Safe System approach while putting young drivers and motorcyclists in focus – and setting itself a formidable delivery challenge!

The Department for Transport (DfT) has published its first full Road Safety Strategy in more than 10 years, setting out an ambitious plan to cut deaths and serious injuries on Britain’s roads by nearly two-thirds over the next decade. The new Road Safety Strategy focuses on at-risk road users, including young and old drivers, as well as motorcyclists.

Launched in January, the strategy commits the Government to a 65% reduction in people being killed or seriously injured (KSI) by 2035, alongside a 70% reduction in child (under 16s) KSIs, using a 2022–24 baseline. Ministers say the targets reflect a decisive shift away from what they describe as a ‘dangerous complacency’ that has stalled progress on road safety.

A shared responsibility

Around 1,600 people were killed on Britain’s roads in 2024, with almost 28,000 seriously injured. While the UK remains among the safest countries in Europe for road deaths per head of population, its relative performance has slipped, with more than 20 European nations achieving faster reductions over the past decade.

The new strategy adopts a ‘Safe System’ approach, widely used in countries such as Sweden, which accepts that while human error is inevitable, deaths and serious injuries are not. Responsibility for safety is explicitly shared between road users, vehicle manufacturers, infrastructure designers, enforcement agencies and policymakers.

Transport Secretary Heidi Alexander said the document marked a turning point. “Road deaths are not inevitable,” she said. “Bereaved families don’t need sympathy – they deserve action.”

One of the most eye-catching proposals is a renewed move towards graduated driver licensing, long advocated by road safety groups but repeatedly rejected by previous governments.

The DfT will consult on introducing a three- or six-month minimum learning period for learner drivers, potentially including minimum hours, a mandated syllabus and exposure to varied driving conditions, such as heavy traffic, night driving and adverse weather.

Danger zones

Young drivers remain disproportionately represented in serious collisions. Drivers aged 17–24 hold around 6% of licences but were involved in 18% of fatal and serious crashes in 2024. Evidence cited in the new strategy suggests that having minimum learning periods overseas – in places like the USA and Canada – have delivered collision reductions of between 16–32%.

Alongside this, ministers will consult on a lower drink-drive limit for novice drivers, building on the existing two-year probationary period under the Road Traffic (New Drivers) Act.

Motorcyclists, who account for around one-fifth of road deaths despite representing just 1% of traffic, feature prominently throughout the document.

The government has committed to a full review of motorcycle training, testing and licensing, including the Category A system. The aim is to simplify progression, modernise instruction and encourage more riders to move beyond Compulsory Basic Training to full licences – a particular problem for delivery drivers.

Infrastructure measures aimed at riders are also included, notably the expansion of Project PRIME, which uses road markings and signage to help riders negotiate hazardous rural bends more safely. Early trials in Scotland have shown promising changes in rider behaviour.

Older drivers will also be targeted by the new Road Safety Strategy, with compulsory eyesight testing for drivers aged 70 and over. Police will also be encouraged to conduct regular roadside eyesight tests, and the government will stress the importance of healthcare professionals notifying the DVLA if their patients are no longer safe to drive and are unable or unwilling to notify the DVLA.

Using data to make roads safer

A second major pillar of the strategy focuses on vehicles and data. The DfT will consult on mandating 18 new safety technologies for certain vehicle types under the UK type approval system, including advanced emergency braking for pedestrians and cyclists, intelligent speed assistance, drowsiness detection and event data recorders. Ministers estimate these measures could prevent more than 14,000 deaths and serious injuries over 15 years.

The strategy also sets out plans to establish a Road Safety Investigation Branch – modelled loosely on existing bodies in aviation and rail – rather than investigating individual collisions. Central to this will be linking police collision data with NHS health records, enabling a more accurate picture of injury severity and long-term impacts. A pilot scheme using the PRANA (Pre-hospital and Research Audit network) framework will test the feasibility of a national dataset.

Vehicle design issues that have attracted growing public concern are also addressed, including headlamp glare, the increasing size and height of new cars, and the limitations of traditional crash test dummies based on an 'average' male occupant.

On infrastructure, the government has pledged £24 billion between 2026 and 2030 for road maintenance and improvement, building on a £1.6 billion local roads settlement for 2025–26.

Local authorities will receive updated guidance on setting speed limits and the use of speed and red-light cameras, while the long-promised update to Manual for Streets embeds people-first design principles more firmly into planning policy.

Rural roads – which account for 60% of fatalities while carrying less than half of the traffic – receive particular attention. The DfT will explore new ways of categorising rural roads to better target safety interventions and assess whether these classifications should be applied nationally.

On the strategic road network, ministers reaffirmed their support for National Highways' 'zero harm' ambition and confirmed that no new smart motorways will be built, although existing schemes will continue to be monitored.

Road rules apply

The final theme of the strategy is enforcement, with the government launching a wide-ranging review of the motoring offences framework, much of which dates back to the late 1980s.

Proposals under consultation include lowering the drink-drive limit in England and Wales, reviewing penalties for drink- and drug-driving, introducing alcohol interlocks that prevent the car from starting if the driver is over the limit, and giving police the power to suspend the licences of drink- and drug-drivers before their court appearance.

Ministers are also considering powers to suspend licences pre-trial in the most serious cases, and tackling illegal or 'ghost' number plates that undermine enforcement.

"For the DfT, the challenge now is turning a comprehensive plan into measurable change on the road."

Nicholas Lyes, IAM RoadSmart Director of Policy and Standards, described the report as a positive step forward for road safety. "After what can be described as a lost decade in terms of reducing the number of people killed and seriously injured on the roads, we welcome the Government's commitment to ambitious targets and robust policies to make our roads safer," he said.

"The strategy focuses on all key aspects, including behaviours, training, vehicle technology and enforcement – all of which play a crucial role in keeping us safe on the road. An emphasis on younger drivers and motorcycle safety is particularly positive, considering these are some of our most vulnerable road users.

"We're also pleased to see action being taken on drug driving, which is a growing menace, and by giving police additional powers to take action against those caught at the roadside, it will serve notice that such dangerous behaviours will not be tolerated."

February—Meet the Examiners: Tom Duggan, Douglas Prasser and Colin Underwood

One of our best attended group nights of the past year. We were pleased to welcome not one, but three IAM RoadSmart Examiners who delivered an informative and engaging session for Associates, Observers, and indeed Members alike. While the key points from the presentation have been incorporated into the pull-out within this magazine, the evening itself provided valuable context, real-world perspective, and an opportunity to reflect on how we apply advanced driving principles in practice.

March—The de Havilland DH100 Vampire

Richard Creak



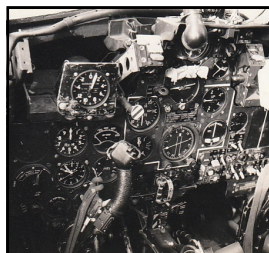
Richard's career commenced when he became an Officer Cadet with the University of Birmingham and his first solo flight was in a Chipmunk on 27 February 1956. He did well in the RAF, and they even offered him a job as a Squadron Leader after he left STC (Standard Telephones & Cables) in Basildon.

The photo on the left is of Richard; on his right shoulder a knife and on his left a whistle, items much needed in the event of an emergency.

The de Havilland DH100 Vampire is one of the most important early jet aircraft in British aviation history – especially in relation to the Royal Air Force (RAF). It was the second jet fighter used by them, but crucially, it was the first single-engine jet they operated. It was designed during WW II by de Havilland and first flew in 1943, entering RAF service just after the war ended in 1946. One of its most distinctive features was its twin-boom tail and pod-like fuselage, making it instantly recognisable. Almost 3,300 Vampires were built, a quarter of them under licence in other countries. It was officially retired from the RAF in 1966, the final RAF Vampire was the Mk.11, a trainer.

Richard took us through the procedures and techniques involved in undertaking a flight and explained the purpose of each instrument and control.

The instrument panel of the de Havilland DH100 Vampire (right) was simple by modern standards, reflecting its role as an early jet fighter in the Royal Air Force. It was basic and easy to read and used round analogue dials and followed a simple layout so pilots could quickly check vital information.



The main instruments showed speed, altitude, direction, and whether the aircraft was climbing or turning. There were also special engine gauges, such as engine speed and temperature, which were important because it was an early jet.

Other controls included fuel gauges, landing gear indicators, and radio equipment. Overall, the panel was simple and like older propeller aircraft, but with a few extra instruments for the jet engine.

"Easier than driving a car"
(A quote from Richard!)

One of the highlights of the presentation was a reconstruction of the banter between Air Traffic Control (*read by Richard's friend Tony – a former RAF helicopter pilot*) and pilot (*Richard*) at both take off, and on landing.

Richard went on to work for GEC Coventry installing trunk telephone systems and working in Libya, Canada, Australia, and Jamaica, and a further 3 years in Nigeria selling telephone systems to the Nigerians. He flew a 4-seater Cherokee all-round the country. He then moved to Standard Telephones & Cables at their Basildon site helping to sell radio systems to the Iranian Water Board. His more recent career was as a self-employed Chartered Surveyor in the Billericay area. Quite a career change! From hearing his presentation, it is clear he retained his passion for the RAF and flight. Indeed, his son recently treated Richard to a brief flight in a Spitfire in Duxford. It was a very noisy experience, and he found it more difficult to fly than a Vampire.

A fascinating presentation, and it was great to see it so well attended! Best place to see one? De Havilland Aircraft Museum in Hertfordshire, or Royal Air Force Museum in London, though Vampire presence can vary.

April—Essex & Herts Air Ambulance Trust (EHAAT)

Peter Hennessey

Peter, a volunteer with EHAAT delivered an engaging and informative presentation highlighting the vital work of the air ambulance service (see facing page). EHAAT provides rapid, life-saving medical care to patients in critical situations, often reaching incidents that are difficult to access by road. The talk covered how the helicopters and rapid response vehicles are staffed by highly trained critical care teams, equipped to deliver advanced treatment at the scene. He also emphasised that EHAAT is a charity reliant on public donations giving insight into the importance of community support. Overall, his presentation offered a clear and impactful understanding of how the service saves lives every day and the crucial role volunteers and fundraising play in keeping it operational.

There are so many ways in which you can support them including the 'Flight for Life Lottery' (on which a member of the neighbouring NELE Group recently won £7,000), a sponsored walk or skydive or a perhaps a pub quiz. More information can be found on their website: www.ehaat.org

Top 10 Facts about your local air ambulance.

 Essex & Herts Air Ambulance

Essex & Herts Air Ambulance is a charity.

Thanks to the generosity of amazing supporters like you, our life-saving mission is delivered across Essex, Hertfordshire and surrounding areas without government funding.



What is a HEMS team?

HEMS: Helicopter Emergency Medical Service; our teams consist of a pilot, co-pilot, pre-hospital care doctor and a critical care paramedic.



Patients

On average our crews treat over 1,900 patients every year.

When is EHAAT operational?

We provide a free 24/7 365 service with a fleet of two helicopters and four rapid response vehicles (RRVs).



How often are we dispatched?

On average, each team responds to approximately seven calls a day.



We rely on the support of over 450 amazing volunteers.

We ♥ our volunteers



Covering Essex and Hertfordshire

Our airbases are located in Ears Colne and North Weald which means we can reach the furthest parts of Essex or Hertfordshire in under 20 minutes.



We can't fly without you

It costs in excess of £1 million every month to remain operational and cover all charitable costs, that's around £12 million a year.



Most common mission types

- Medical emergency
- Road traffic collision
- Accidental injury
- All other incidents combined



Mission costs

Fuel for flying each helicopter per hour costs £280, while each mission costs approximately £2,800.



Give us a call on 0345 2417 690, scan the QR code or visit ehaat.org

 Essex & Herts Air Ambulance

Your local life-saving charity

Charity Number: 1108989

The Young Driver Scheme (YDS)



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 & South Essex 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 Group Member, 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. Nicola's husband Terry Hyland is similarly a Group Member and former Committee Member who supports every event by marshalling all of the ADI's.

Lessons are arranged monthly over 11 months of the year, 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 14 and 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, the late 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 5,500 young people have benefitted.

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

Or visit the website: **www.youngdriverscheme.org**

Did you know you can donate your used postage stamps to raise much needed funds for War Paws - a charity to help the forgotten animals of War. They 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 it and pop them in an envelope and post them to: **War Paws, PO Box 7344, Wednesbury, West Midlands, WS10 1DX.** Alternatively, you can hand them in to the front desk at Group Nights.



www.warpaws.org

GIFT AID

As a registered charity, Gift Aid provides additional support for The Chelmsford & District Group of Advanced Motorists by allowing us to claim a tax refund to add to your membership subscription at no cost to you provided you are a UK taxpayer.

If you have not already completed a Gift Aid declaration or if you are not sure if we hold your current details, you can do this by completing the below, ticking the box and returning it to: Membership Secretary, 21 Great Gardens Road, Hornchurch, RM11 2BB. E-mail m.gilbert21@yahoo.com.

The Chelmsford and District Group of Advanced Motorists

Registered Charity No: 1059372

Group Membership No. _____
(if known)

Boost your donation by 25p of Gift Aid for every £1 you donate

Gift Aid is reclaimed by the charity from the tax you pay for the current tax year. Your address is needed to identify you as a current UK taxpayer.

In order to Gift Aid your subscriptions to the Group, you must tick the box below:



I want to Gift Aid my subscriptions and any donations I make in the future or have made in the past 4 years as Gift Aid donations to The Chelmsford and District Group of Advanced Motorists.

I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

My Details

Title _____ First name or initial(s) _____ Surname _____

Home address _____

Postcode _____ Date _____

Please notify the Membership Secretary if you want to cancel this declaration, change your name or home address or no longer pay tax on your income and/or capital gains.

Saturday 4th July

11am - 4pm

Admission
by cash
donation



Wheels Hooves & Paws

HISTORIC VEHICLES

Cars - Motorcycles - Tractors - Commercials

Vehicles (no booking necessary): John - 07702 721400 - johnw.ward@yahoo.co.uk

Dog & Horse Show: Pat - 07972 183232 (text only) - patcharlon@live.co.uk

Stalls: Jean - 01621 741564 or 07748 666066 - jeaningram@btinternet.com

HORSE SHOW



Stalls & Refreshments
Children's Activities

DOG SHOW



Elmwood Equestrian Centre
Burnham-on-Crouch, Essex. CM0 8NT

Charity event in aid of Church Restorations. Althorne, Creeksea & Steeple churches.

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 both the IAM and the Chelmsford Group; they are also all volunteers.

Chelmsford & South Essex Advanced Motorists www.iamchelmsford.org.uk

Group Facebook page: <https://www.facebook.com/IAMChelmsford>
(please "like" and follow)

IAM RoadSmart www.iamroadsmart.com
(Membership Services) **0300 303 1134**
 support@iam.org.uk

Senior Committee Members:

Chair: Des Shillingford [deshillingford@yahoo.com.au](mailto:desshillingford@yahoo.com.au)

Secretary: Frank Ferguson frank@quidni.co.uk

Chief Observer: Andy Nicholson andynicho@hotmail.com
 07542 649591
 (leave message if no reply)

Membership Secretary:
 Mick Gilbert m.gilbert21@yahoo.com
 21 Great Gardens Road,
 Hornchurch, RM11 2BB

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:

E-mail: editor@iamchelmsford.org.uk

Mob: 07722 130571

The Chelmsford & South Essex Group of Advanced Motorists
29th Annual General Meeting – Monday 8th June 2026 at 8.00 p.m.
to be held at the Police Social Club, St. Margaret's Road, Chelmsford

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Annual General Meeting of The Chelmsford & South Essex Group of Advanced Motorists will be held at 8.00 pm on Monday 8th June 2026 at the Police Social Club, St. Margaret's Road, Chelmsford to enable the Trustees of the Group (Registered Charity No. 1059372) to present their Annual Report and Accounts for the year ended 31st March 2026 for approval by the Group Full Members and to conduct an election.

Agenda

- 1. Welcome**
- 2. Apologies for absence**
- 3. Minutes of the last meeting** (AGM on 9th June 2025) were published in the Autumn/Winter edition of Forward Vision
- 4. Matters arising from the minutes**
- 5. Reports from the Chairman and Treasurer.** These are published on p.4 – 6
- 6. Financial Report** for the year ended 31st March 2026 is published on p.7
- 7. Election of Officers**

The following Group Officers retire and offer themselves for re-election:-

Chair – Des Shillingford, Vice Chair – Benjamin Falcus, Secretary - Frank Ferguson

The following Group Officer retires:- Treasurer - John Johnston. However, a replacement has been identified in Jen Maclellan

- 8. Election of Committee members**

The following Committee Members retire by rotation, and offer themselves for re-election:- Mick Gilbert and Malcolm Kentish.

Nominations from full members are invited for the positions in 7 & 8 above. Nomination forms are available from the group secretary and anyone wishing to make a nomination must send their signed and seconded nomination form to the secretary to be received by **June 1st**. (This can be by e-mail or post). Nominations may also be made at the meeting. Voting will be by show of hands.

- 9. Any Other Business**

Frank Ferguson Group|Secretary

E: frank@quidni.co.uk T: 01268 542555 M: 07966 763042

PLEASE NOTE: It will be helpful if members wishing to raise questions about any matter would put their question to me in advance of the meeting so that an answer can be available.

The committee has room for more members. Anyone interested in becoming a committee member may apply to the secretary for an invitation to sit in as an observer at a committee meeting to get a feel for what it's like.