

Winter 2023



Forward Vision

Official Provider

Newsletter of **Chelmsford Advanced Motorists**



People Power!

“If we can get people to observe the rules of the road, observe speed limits, and maybe even save a life—Job Done!”

Group Chair & Observer Des Shillingford (Roadsmart, Summer 2023)

Website:

www.iamchelmsford.org.uk

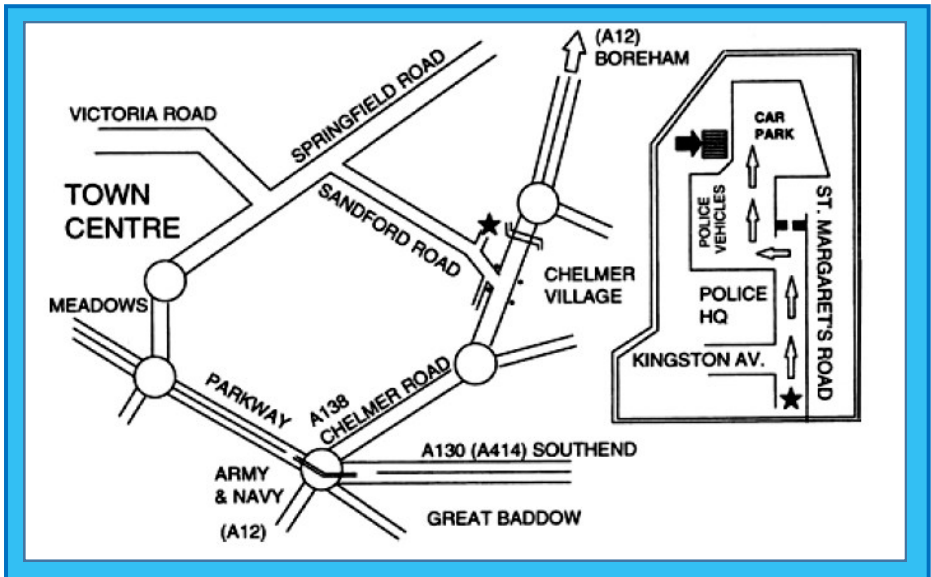


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IAM Group 7223
Registered Charity No 1059372

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Group Nights

These are usually held on the **second Monday** of each month. We are fortunate to be able to meet at the **Essex Police Sports and Social Club** which has excellent facilities including a bar and hot drinks. We're a friendly bunch, so don't be worried about coming if you are on your own. You will be greeted at the desk, and introduced to one of the Committee; you may even be asked to buy a raffle ticket!

(See map opposite) Postcode CM2 6DS will take 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 (see p.16)

Associates, Full Members & Guests Welcome

Upcoming Group Nights 2024

Group Meetings start promptly at 8 pm, so please arrive at around 7.45 pm.

£1 entry, free Tea, Coffee & Hot Chocolate

January 8

Aspects of Cornering

with Nick Fearn

February 12

Danbury Conversions Motor Caravans

with Andrew Wiltshire

March 11

t.b.c.

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.

Des's Diary



I am pleased to re-introduce this long-awaited edition of Forward Vision, a copy of which will be posted to all members four times a year. Monthly emails will of course continue to remind you of the date, time and content of all upcoming Group Nights. I would also like to introduce you to Jen MacLellan who has recently joined the Committee and volunteered to take on the role as Editor.

The page opposite shows the Group Committee following the AGM in July. The Committee meets bi-monthly and, as an advocate of the vital role of our volunteers, whether the Committee, Observers, or those who help in the smooth running of the Group, I firmly value and acknowledge the work that they do. We are always looking for more support and so do please get in touch if you are able to help in any way.

In the past year we have enjoyed Group Night presentations from Caroline Carten (Ex Magistrate), Ian Jackson (Solicitor - Road Traffic Law), Roger Smith (Essex Air Ambulance Service), Tom Duggan (IAM Examiner), Nick Blurton (Routemaster Bus) and a smattering of Quiz nights ably arranged by our own Frank Ferguson.

The Committee are now working together to plan presenters for upcoming Group Nights as well as future events and so all ideas and suggestions will be warmly received.

Do please ensure we have your correct details on file—both postal and email address. These will of course be held in accordance with the GDPR. You will find a data form on p.23 for your completion and return whether by post or via email (details on bottom of the form).

Wishing you Happy Holidays, and a Healthy, Happy New Year.

Des Shillingford

Group Chair

Thanks Des. Hands up who spotted Des's appearance in the Summer edition of IAM's Roadsmart magazine (p.5 and 44) in their "People Power" article? Des represented the IAM Group Community in the article, showcasing the valuable work the IAM clearly does. -Ed.

Your Committee

(as from July 2023)



Des Shillingford
Chair



Frank Ferguson
Vice Chair/Secretary



John Johnston
Treasurer



Graham Lowe
Chief observer



Mick Gilbert
Membership Secretary



Malcolm Kentish
Outside Events &
Marketing



Terry Joyce
Group Contact/
Website Manager



Terry Hyland
Young Drivers/Speaker
Co-Ordinator



Jen MacLellan
Editor—Forward
Vision

Contact us:

All our Committee and Observers are current members of the IAM and the Chelmsford Group. They are also all volunteers. Please consider joining our Committee, becoming an Observer (see p.7) or offering help in other ways. *WE WOULD WELCOME YOUR SUPPORT!*

Should you wish to contact any of us for any reason, our details are as below:

**IAM RoadSmart
(Membership Services)**

**www.iamroadsmart.com
0300 303 1134
support@iam.org.uk**

**Chelmsford Group
Advanced Motorists**

www.iamchelmsford.org.uk

**Group contact number
for all General Enquiries:**

07714 566253

**Group e-mail address
for all General Enquiries:**

enquiries@iamchelmsford.org.uk

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

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

E-mail addresses of Senior Committee Members:

Chair:	Des Shillingford	Contact for these Committee
Secretary:	Frank Ferguson	Members through:
Chief Observer:	Graham Lowe	enquiries@iamchelmsford.org.uk

Forward Vision

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

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

editor@iamchelmsford.org.uk

Our Observer Team

Our Chief Observer and Associate Co-ordinator is Graham Lowe, whose contact details can be found on the opposite page.

The Group has 10 active Observers (including Graham) as follows:

**Robin Bradley
Mark Criddle
Paul Hill
Brian Hudspith
Terry Joyce
Michael Klaber
Chris Pond
Des Shillingford
Richard Sneider**

The Group also has Trainee Observers. This list will be updated from time to time as, for example, we currently have 3 Observers waiting for their National Assessment. Once they have been assessed as satisfactory, they will become National Observers.

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

Observer Training

Chelmsford Advanced Motorists currently have 7 active National Observers and 4 active Local Observers, plus Trainee Observers. We would love to have more.

If you are an Advanced Driver, why not take your journey up a gear and become an observer. You'll go through a training programme which includes an on-road assessment with an IAM Assessor. Upon completion, you'll be awarded your Observer certificate which is a qualification recognised by the IMI.

You will be fully supported by [Chelmsford Advanced Motorists](#) as you work towards achieving the qualification.



Contact **Graham Lowe** for further details
(as above).

New Associates

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

Darron Barthel
Alisha Brown
Jason Canning
Catherine Crick
Julie Crowe
Ken Day
Rick Deacon
John Downing
Jade Felix
Mark Fitzgibbon
Jens Haakon Brandal
Chantelle Hawes
Graham Hewing-Powell
Christopher Hubbard
Stephen Lemon
Mathew Maynard
Maxine Reeves
Trevor Wander
Michael Wisbey
Peter Wood

The Highway Code

The Highway Code remains essential reading for all road users, and can be found on the gov.uk website:

www.gov.uk/guidance/the-highway-code
(updated 17/09/23)



Roll of Honour

Huge congratulations to the following Members of our Group who passed their advanced test this year. Congratulations also to their Observers!

Associate	Test date	Observer	Result
Andy Emmins	10 January	Terry Joyce	F1RST
Jane Hawes	26 January	Des Shillingford	Pass
Emily Burke	27 February	Graham Lowe	Pass
Joanna Webster	4 April 2023	Alfie Hawes	Pass
Trevor Wander	6 May 2023	Mark Criddle	Pass
Matthew Maynard	12 June 2023	Chris Pond	F1RST
Sheila Bell	20 June 2023	Terry Joyce	Pass
Stephen Lemon	26 July 2023	Mike Klaber	F1RST
Maxine Reeves	7 August 2023	Rob Wise	Pass
Darron Barthel	10 August 2023	Des Shillingford	Pass
Sharon Perry	11 August 2023	Robin Bradley/ Mike Klaber	Pass
Graham Hewing-Powell	19 August 2023	Paul Hill	F1RST
Julie Crowe	11 September	Paul Hill	Pass
Jens Haakon Bradal	15 November	Brian Hudspith	Pass



Darren Barthel (above left), Emily Burke (above) and Sheila Bell (above right) receiving their certificates from Chair, Des Shillingford

Spatial Awareness

Whenever the Group holds manoeuvres in the car park, I become aware that we all need to improve these skills. It is an area that doesn't get much attention in our day-to-day driving. Personally, the only manoeuvres that I carry out on a regular basis are to reverse into a parking space, and the occasional turn in the road.

We need to spend a little time gaining spatial awareness in and around our cars. Roadcraft mentions situational awareness in relation to what is happening as you drive. The gathering, interpreting and using of any relevant information to make sense of what is going on around you and what is likely to happen next, means that you can make intelligent decisions and stay in control. Therefore, if we can improve our spatial awareness, it should help our situational awareness in tighter situations.

Spatial awareness is an organized awareness of the object in the space around us, and also an awareness of our body's position in that space.

Situational awareness is using all your senses to build up an accurate mental picture of your environment.

As with other aspects of our driving, manoeuvring is largely a mental task. It obviously would not work without the physical part but being aware of the dimensions of our cars improves the chance of getting it right.

From the Group's Driver Experience Days, it has become clear by the number of cones that get moved during the slalom (steering) section that not everybody is aware where their back wheels are in relation to the track of the front wheels.

To make us more spatially aware, we need to take a little time to have a look at our car and estimate dimensions and the position of our wheels. Take the front wheel in the picture, initially put your hand on the centre of the top of the tyre to see how wide it is. Then place your hand on the bodywork above, in relation to the wheel, and see what the inside of the tyre lines up with.

On this car it is somewhere near to the edge line of the bonnet. Then sit back in the car and look at that point. This will give you an awareness of where the inside of the centre of the wheel is in relation to where you are sitting.



Then think how wide the wheel was and you will have a better mental picture of where the outside of the wheel is when you are driving or manoeuvring. You may need to do this several times. You can then repeat this procedure with the nearside wheel.

The rear wheels are a little more difficult to assess. It depends on the shape of your car and how much you can see in your mirrors. It is possible that—as with this car—you will need to move the mirrors for reversing. Don't forget to reposition them when you have finished.



I have used a piece of white pipe in the picture to represent a kerb.

Do the same as you did with the front wheels to give you a mental picture as to their position but the picture that you need to have most is where the bottom line of the tyre is and how far behind the wheel is the back of the car.

This is not just for reversing but when you are turning into a junction negotiating a bend/roundabout or like at the Driver Experience Day, driving around cones.

In the picture below I have marked (not that well) a suggested arc as the line of travel of the rear wheels. In this situation it is not the line of the front wheels we need to be so concerned with, as we have a reasonable idea where they are. We want the offside wheel to be just left of the centre line depending on whether there is an oncoming vehicle or not. You might have noticed a few cars driving around with a scuffed off-side bumper, possibly an indication of someone getting this wrong.



Once you have the mental picture where you want the rear wheels, it will help you decide where you want to steer the front wheels and how much steering input you need to achieve that.

Once you have this mental picture of the rear wheels, when reversing, pick a point on your rear wheel arch as a guide to the distance you are away from the kerb, and making very small adjustments to the steering wheel reverse around a corner and see how it feels.

I hope this helps.

Terry Joyce
Observer Team

Out & About with Chelmsford Group Advanced Motorists

Hyde Hall Classic Car Show (July 2)

RHS Garden Hyde Hall is a beautiful set of gardens located in the countryside a few miles to the southeast of Chelmsford (CM3 8ET), and is one of five Royal Horticultural Society gardens. Set in a landscape of rolling hills with beautiful panoramic views, there is never the wrong time to pay a visit there. Hyde Hall was therefore the perfect venue for the Hyde Hall Classic Car Show on 2 July, organised by the Essex branch of the Jaguar Drivers Club.

As a road safety group, we are always on the lookout for venues where we can spread the message about road safety and Frank jumped at the chance to apply for a stand when invited to do so by the Jaguar Car Club of which he is a member. Armed with the CADAM gazebo and as many tables and chairs needed to ensure as comfortable a day as possible, the team set the stand up alongside an open field where they could watch the clouds form and dissipate.



Instructions were issued by the organisers that all exhibitors were to enter the grounds via the rear entrance which was signposted for ease of access. It turned out to be a little less easy to

find than they imagined, a very small single-track entrance, on a bend in a dip, surrounded by trees. But we got there.

Requested arrival time was 9.00 with an open to the public time of 10.00 with no vehicle movements within the so-called arena area until 4.00 in the afternoon for reasons of public safety.

Malcolm (Events Organiser), Frank (Secretary) and Pat (former Training Officer) represented the Group (right). Sited on the main thoroughfare in pride of place directly opposite the Essex & Herts Air Ambulance stand, we generated quite a lot of interest along with a fair few enquiries.



There were somewhere between 70 - 100 classics on display ranging from the earliest Austin 7's of 1920's vintage, to the latest Jaguars and Aston Martins. Most of the cars were of British origin, and some had been seen in various television series (Downton Abbey and Peaky Blinders to name just 2 of them!).



During the day we each took the opportunity to slip away from the stand and look at the other exhibitors; Jaguars, Morgans, Aston Martins and a rather splendid British Racing Green early-

last-century Bentley that had lost its blower. At the other end of the time scale was the appearance of the very latest McLaren.

The Group members value all enquiries received and so made sure that any potential associates were given the details of where the Group meets, the date and time, etc. as well as a contact name so they had a friendly face should they make their way to one of our future Group nights. The Group also kept the details so that they could contact the person later to see if they still had the same feeling for advancing their motoring skills.

Malcolm Kentish/Frank Ferguson

RHS Hyde Hall host numerous events throughout the year, some planned for this month including "Let it Glow", an after-dark spectacle of lights which runs between 5 pm – 9 pm through until 30 December. Booking is essential and more information can be found on their website: www.rhs.org.uk/gardens/hyde-hall

They also do festive lunches in truly magical surroundings in their restaurant through until 20 December at £26.95 for 3 courses between 12 – 2 pm. An entry fee is payable for non-Members, but is still well worth a visit. -Ed

GRIDSERVE—29 October

“The heady blast of petrol fumes has long gone, the oily rags and diesel spillages on the forecourt consigned to history.”

The electric car filling station at Great Notley, near Braintree, was the first to open in 2020. The electric car filling station of the future that allows drivers to plug in their cars and go off and shop, rest, or have a bite to eat while their vehicle charges.

The 2.5 acre site has 30 chargers, all of which are rapid versions that can power up a vehicle in around 20 to 30 minutes. It includes a two-store building with shops and a waiting area for motorists.

Gridserve says the station runs on solar energy and battery storage, the forecourt designed to ‘update the petrol station model for a net-zero carbon future’. The founder, Toddington Harper, were very aware that many more people want to buy electric vehicles, but are worried about how to charge them.

Our Chair, Des, along with some of the Group’s Observers, jumped at the chance to test drive their chosen three electric vehicles. Here is a summary of his experience.

“Observers visited GRIDSERVE on 29 October, on a mission to gain experience of EV’s to help better inform our observations when inevitably new Associates turn up with them.

I tried three vehicles, the Great Wall Motors, ORA , Funky Cat (really – that’s the name – look it up!) a Mercedes Benz EQA Hatchback and the BMW I4 Grand Coupe.

In terms of things to get used to, apart from the obvious silent instantaneous start, and route planning for recharging if it’s a long journey, for me the big thing was the one pedal driving. The accelerator is used for acceleration and deceleration as regeneration of power takes place. This means as you take your foot off the accelerator the car decelerates and comes to a stop far sooner than our internal combustion vehicles.

This I found helps the planning process as acceleration sense has to be built into your drive, leading to a smoother ride as you begin to judge the time needed to arrive at any given stop safely without using the brakes. In the two hours or so I was out, I recall using the brake only two or three times. The brakes are still there of course, but their use is really for emergencies only.

Now back to the three vehicles.

The Funky Cat (right) was a very nice-looking vehicle inside and out. All three had busy dashboards akin to a computer and I needed to discipline myself to stop playing with the options. Of the three vehicles the Funky Cat was the budget option, £30K and most definitely the local run-around.

Verdict: **Nice, but dim.**



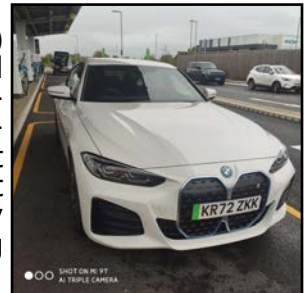
The Mercedes EQA (left) was a serious high-end vehicle. Turning circle to rival a London cab, very capable.

Verdict: **Nice.**

The BMW I4 (right) was a phenomenal vehicle that completely removed any lingering nonsense about not being a real car. It

was seriously quick off the mark and from any speed. I seem to recall the base version being £55K.

Verdict: **Nice, but sin.**



Don't take my word for it. Look up GRIDSERVE and take a test drive! They are very welcoming, and are more than happy to help demystify your chosen ride." To find out more about electric cars, go to Gridserve at Braintree, or to book yourself on a test drive, visit their website: **www.gridserve.com**.

Des Shillingford

Visit to EHAAT — 2 December

A group of Members took the opportunity to visit the North Weald Airbase, one of two airbases where you will find the Essex & Herts Air Ambulance based.

They were able to listen to interesting facts and a wealth of background and operational information about the work of the charity, and were even given the chance to immerse themselves in a 999 experience, or put on a helmet and sit in the pilot's seat. More information will be included in the next edition of Forward Vision.



///what3words, or “Where (exactly) are you?”

Many years ago, I worked on a project to “digitise” every single property or area of land in the ownership of the London Borough of Barking & Dagenham onto a geographical information system.

The technology was all very new at the time, but the mapping element provided an extra dimension once captured and analysed that produced tangible benefits – the project was quite a success. After an intensive 5-year labour of love working alongside HM Land Registry, proving evidence of ownership to solicitors acting for purchasers became an admin task rather than one that needed the input of solicitors and legal experts.

The project well and truly paid for itself, and turnaround times for sales went from 2 years to 8 weeks. The Council went on to include the mapping of planning histories, contaminated land, areas of land maintained by the Council, and so on. A long story to introduce this topic, but hopefully this explains my obsession with maps and mapping!

I wonder how many of you have heard of or used the what3words App? If so, please forgive me if what is set out here is already known to you but given my past employment, I just cannot help but be fascinated with it and the enormous benefits that it can bring to one and all.

Street addresses were not designed for today’s world. They are not accurate enough to specify precise locations such as the location of building entrances, and addresses don’t even exist for parks and many rural areas. This makes it hard to accurately locate places and prevents people from describing exactly where they are when – for example—help is needed in an emergency.

Imagine that you are walking around Greenwich (below), and one of your party severely sprains their ankle or knee, has a severe asthma attack, or other severe episode and needs urgent attention —



perhaps you are in the spot on left. You may well have a mobile ‘phone, but how do you describe your location to the emergency services when you have to make that call? You may find yourself saying something like “we’re about 500 yards from the Observatory”.

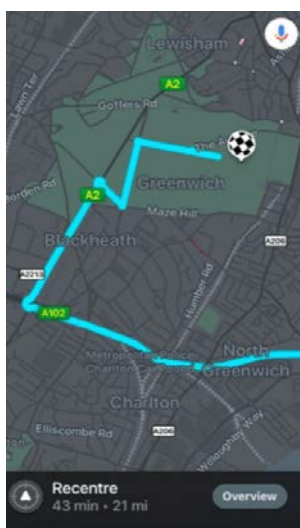
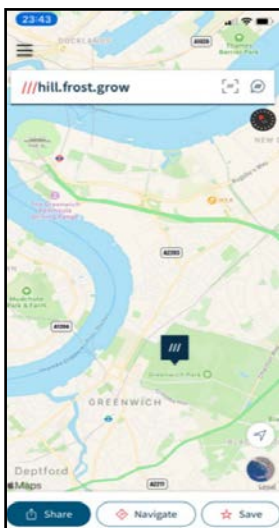
The difficulty in giving an exact location or “address” can cause a significant delay in response time from the emergency services.

And that is just one of the reasons why the what3words app, was created. Co-Founder of the app., Chris Sheldrick, recently explained that frustration with addresses and postcodes became an everyday part of his life in the music business and led him and two friends to formulate what is now a global address system. The three now have a 100+ strong team, with Headquarters in London and - seeing its potential - backers including Mercedes, Subaru and the SAIC Motor Corp.

What3words divides the world into 3 metres square and each square is given a unique combination of three words that pinpoint a place just as accurately as GPS coordinates but so much more simply. It is the easiest way to find and share exact locations.

Hikers, cyclists, bird watchers and mums can use what3words to share the precise meeting or start point; delivery drivers can quickly identify the exact location to deliver their consignment to a huge warehouse site and taxi drivers can find the exact pickup point for their passengers. The list of uses goes on. But for me, the most significant use for the app. must surely be for its use in an emergency – with or without a car. And so we find in the example on the previous page, the what3word address for the emergency here in the grounds near the Observatory would be **/// hill.frost.grow**.

How do we find the what3word address of where we are? If you need to know your exact whereabouts as for this example, simply load up the app, click the “locate” button, and it will show your what3words address on the screen! The map below far left shows



///hill.frost.grow on the App, and to the right within the Waze app. which I currently use as my sat nav. It can just as easily be shown in Google or Apple maps—including a compass. The address can be easily “shared” with anyone who needs it!. Should you have no data or wi-fi (e.g. if you are out in the heart of the New Forest, or on the Moors), the maps

may not load but that is of no consequence as the what3words address comes via the satellite. As long as your 'phone can see the sky and you're not in a cave you can get the what3words address wherever you may be. You can then share that what3words address with the call handler so that the emergency service can coordinate a response directly to the exact location where help is needed. All you need are those three magic words!

If you have been given a what3words address, you can enter it into the app. by typing, scanning, or saying it. Scanning is particularly handy when you spot a what3word address in a guidebook for example, and voice is great for hands-free navigation. No more searching for the entrance to a large park, warehouse, showground, or complex building.

To find the what3words address for your home, tap the search bar, enter a street address or place name, then select the correct search result. Zoom in, switch to satellite mode and drag the map to find the exact location you want—for example your building entrance or front door. Your address is now displayed at the top of the screen.

To find a location given by the what3words address, type the three words into the search bar with a dot between each word. To scan when you have a what3words address in a Guide, tap the scan icon in the search bar and scan the what3words address. Or, to say it, tap the speech bubble in the search bar and say the three words!

The AA now accept what3words addresses from UK breakdown customers, in order to help its teams to quickly identify the precise location the help is needed, and—more importantly—what3words addresses are accepted by the Essex and the Metropolitan Police Services, by the Essex Fire & Rescue Service and the London Fire Brigade, and by the East of Essex and the London Ambulance Services – in fact by most emergency services. It is also accepted by the UK Coastguard. *(Do gather as much location information as you can in an emergency just in case what3words addresses are not yet accepted in any area.)*

At the time of writing, there is no standalone sat. nav. device that accept what3words but the position will quickly change. However, drivers of many Mercedes models can use it in their in-car navigation system, and many Ford drivers can use it via Ford Applink. Information as to how to share, navigate and create lists of saved locations can be found at www.what3words.com, along with a wealth of additional information. You will also find really interesting videos on YouTube.



If there is anyone out there who is an avid user of the system who would be happy to demonstrate some of things that the app does — for example its use in the logistics industry — do please get in touch.

Jen MacLellan

Be Trolleywise – How to Report an Abandoned Shopping Trolley



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

I'm not the most tech. savvy of people, but I do have a mobile phone that I take everywhere with me. And so - with my interest in mapping and GPS - I couldn't help but be a little excited when I heard about the Trolleywise app which is designed specifically for the public to use to report abandoned trolleys. You simply take a photo using the app, and then a GPS signal will give its exact location that alerts the nearest Trolleywise collection team, funded by the retailers, and they then do the rest.

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

The app. was developed by Wanzi, who tell us that they returned some 520,000 abandoned shopping trolleys to UK supermarkets in one year alone, against an estimated 1m of them. It is actually local authorities who have the responsibility of rounding them up and then charging the owners, but now the public are being urged to help "track a trolley" by using an app on their smartphones.

Wanzi is one of the largest manufacturers in the UK, and the Trolleywise drivers were initially tasked with hunting for errant trolleys.

However, the “point and click” aspect of the app is now fully functional and yields more accurate results. I discovered just how accurate .



the app was when I took a photo of a trolley that had been dumped on the Open Space at the end of my road but failed to “send” the photo until I was outside my own house. The app let me confirm that the trolley was the property of Tesco’s. Two days later, a Trolleywise van (left) parked outside my house and the driver came out desperately

seeking the trolley I had reported indicating that the app had picked up the coordinates from the exact place where I was when I sent the photo. I couldn’t resist – I went out and spoke to the driver, Billy (from Basildon), and directed him to the correct location. Billy explained that this frequently happens if the person who reports the lost trolley doesn’t send the photo from the spot where the trolley actually is (although there is space to give a verbal description of its location.) So Billy got his trolley and Tesco got it back, and I got a thank you message and went up one point in the league table (score to date: 11, yay! Every little helps.

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

Jen MacLellan

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 published the following handy tips earlier this month 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

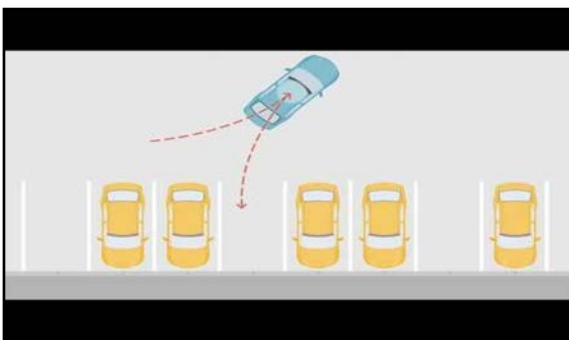
drive in, take extra care when reversing out. When parallel parking, ensure that you choose a space that is large enough for you to manoeuvre into and out of again. One and one-half times your vehicle length should be enough. Adjusting your nearside mirror downwards will help you check the kerb - just 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.](#)



While many of us consider ourselves generally confident and capable behind the wheel, there may be some areas, like parking, in which we might need a knowledge or confidence boost.

Why not take one of IAM RoadSmart's 75-minute [On-Road modules](#) which you will find on their website:

[www.iamroadsmart.com/courses/on-road-modules.](http://www.iamroadsmart.com/courses/on-road-modules)

The Young Driver Scheme (YDS)



Nicola Hyland

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

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

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

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



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

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



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

Or visit the website:
<https://www.youngdriverscheme.org/>

Ten great Confusions and Observations:

1. At a movie theatre, which arm rest is yours?
2. If people evolve from monkeys, why are monkeys still around?
3. Why is there a 'D' in fridge, but not in refrigerator?
4. Who knew what time it was when the first clock was made?
5. Every time you clean something, you just make something else dirty!
6. The word "swims" upside down is still "swims"
7. Which letter is silent in the word "Scent"? Is it the 'S' or the 'C'?
8. Do twins ever realise that one of them was unplanned?
9. Why is the letter W in English called double U? Shouldn't it be called double V? (In some languages it is!)
10. 100 years ago, everyone owned a horse and only the rich had cars. Today, everyone has cars and only the rich own horses!

If you know the answer to any of the questions, please let us know. To help you, just remember that if you have What, When and Where and then replace the "W's" with "T's" the questions are answered!

(Taken from the internet)

And finally an observation purportedly by Prince Philip: "When a man opens a car door for his wife, it's either a new car, or a new wife!"

Personal Data - Update

My updated details are as below and I agree to these being held in accordance with the GDPR:

Full Name:			
Address: Postcode:			
Home Tel. No:		Mobile. No:	
Email:			

Signature

Date

Please return the completed form to Chelmsford Advanced Motorists.

Enquiries@iamchelmsford.org.uk



HERITAGE RANGE

The IAM RoadSmart logo on the front cover does not replace the familiar red roundel (above) which has been retained by the IAM for the use of Members who have earned the right to display it by passing the advanced test.

Visit the IAM website, www.iamroadsmart.com, and you will find a range of merchandise featuring the red roundel. These include metal pin badges, key fobs, cloth iron-on badges and a red chrome enamel car badge which is also available with personal engraving.