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### **Group and Membership Correspondence**

All Group correspondence should be addressed to the Secretary:

For queries regarding membership please contact the group Membership Secretary

### **Useful Information**

Further useful information can be found by visiting the main IAM website at [www.iam.org/uk](http://www.iam.org/uk) or the Kent Group Website at [www.kentiam.org.uk](http://www.kentiam.org.uk)  
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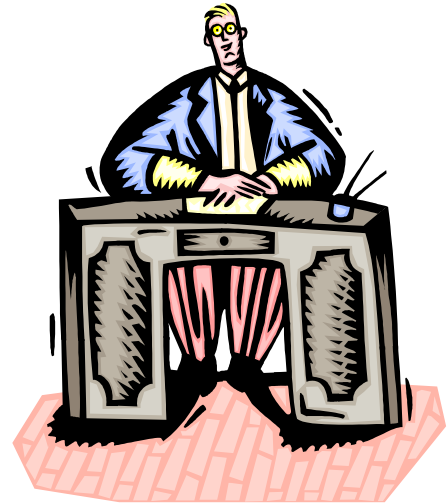
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Hi Everyone

I had been hoping that a year further down the line the Group would be back to normal and busily doing what we do best – training associates to advanced driving standard to help keep the roads of Kent a safer place. Alas this is still not yet so.

However, there is some good news afoot now that infection rates are falling, inoculations are increasing and the Government has introduced their 'road map' for how the country can return to some sort of normality if all goes according to plan.



All being well we will be able to start one to one associate training from the 17th of May and possibly hall based training meetings from September. Fingers crossed we are hopeful that also social evenings could start in September although in the meantime we must all remain vigilant and continue to make use of all the safety methods - masks, hand washing and social distancing to avoid another lockdown.

Again this year to comply with the Government restrictions on public gatherings as Chairman of the Kent Group of Advanced Motorists I must hereby notify all members that attendance at the 2021 Annual General Meeting in person will not be possible. Instead this will be held by postal vote at a closed meeting on Tuesday 18th May.

In line with IAM RoadSmart guidelines on the 18th of May five of the Trustees will meet: myself as current Chairman, Peter Bott Vice-Chairman, Daren Bubb Treasurer, Val Power Secretary and Terry Nunn Associate Coordinator to count the votes and answer any Questions submitted.- the results will be published on the Group website

On page 9 of this magazine you will find an Agenda and Voting form,  
on page 10 is a Form of Proxy if you wish someone else to vote on your behalf,  
on page 11 is a Nomination form if you wish to stand for election and  
on page 12 is a Members AGM Question form.  
on page 19 you will find the Chairman's Report and  
on page 21 the Treasurer's Report.

Please take part by making use of these forms ensuring that you return them fully completed by post to Val Power our Group Secretary to arrive before May 10th 2021.

Could I ask you to please check that your Group subscription has been paid?  
As mentioned previously HQ no longer take group subs by direct debit. This means that each member needs to set up a standing order. If you have not yet done so please contact your bank and set up one for £5 a year from the anniversary date of joining. You will note that Daren also mentions this is his treasurer's report along with the effect that this has had on our finances so please take a look. Thank you.  
Any problems please contact our Membership Secretary Sue Sharp who will be pleased to help you

We are still a way off being back to normal so let's stay vigilant and safe. I trust you are well and I look forward to seeing you all again as soon as we are permitted – meanwhile I wish you a good summer – let's hope we can enjoy some sunshine!

Best wishes

**Linda**

Linda Davies



***New Observers required***

***Peter Bott***

Becoming an Observer is not as difficult as you may think and will keep your own driving skills up to date too. If you think that you just do not have the time please think again as it takes only a few hours a month to become one of our Qualified Observers. Full training will of course be provided. If you are interested in finding out what is involved, please contact our Chief Observer Peter Bott

***While driving to work, robbers jumped into my car and stole everything.  
They were pirates of the car I be in.***

***So what's in a name?  
Bubb***

***Daren***

Asked by our Chairman to put pen to paper for our latest magazine, I decided to ponder the question, what is in a name?

We had a phase of celebrities naming the kids based on where they were conceived which I think turned out well for Brooklyn Beckham but not so good for Brian on the top of the number 9 bus.

Interestingly Toyota Motor Corporation was founded in 1937 by the Toyoda family. In Japanese, the word "Toyoda" takes ten pen strokes to write, while the word "Toyota" uses only eight. As eight was considered a lucky number in Japanese culture, the company name was changed to "Toyota".

Thinking about their cars, Toyota vehicle names often come from references to crowns, architecture, royalty, mythology and natural patterns. The Corolla is named after the outer crowning portion of a flower; the Toyota Camry's name is a play on kan-muri, the Japanese word for "Crown"; and the Sequoia is named after the Sequoia tree.

Considering the naming of cars, the Lamborghini Diablo built between 1990 and 2001, means "devil" in Spanish, and with such an intimidating look and a V-12 engine in the back, it is fair to say this beast is aptly named.

Italian and Spanish names sound so much better in English-speaking countries, and the Ferrari Testarossa is no exception. It literally means "redhead" in Italian—with the name inspired by the red finish of Ferrari valve covers.

To the less humble but incredibly popular Ford Focus. In an attempt to design the replacement for the Ford Escort, the bosses at Ford were constantly shouting 'focus!' over and over. The word stuck and it was decided that being the most commonly used word during the project that it would be used to create a legend.

## **Aston Martin**

For those who are unaware of the Aston Martin story it would be easy to think that the brand name was the product of its founders' surnames, a not unreasonable assumption. After all, some of the best-known car brands like Ferrari, Chrysler, Ford, Honda and Porsche all bear the name of these successful corporations' creators. For Aston Martin though only one of its founders got his name in lights: Lionel Martin.

Aston Martin is in fact a mix of Lionel's surname and Aston Hill, which was a three-quarter of a mile speed hill climb located in Buckinghamshire where Lionel Martin entered his first hill climb there on April 4, 1914 in a Singer Car.

The main reason Bamford's surname, his fellow partner, was excluded from the final brand name was because he retired from the company in 1920. Although it was fair to argue Bamford Martin was not the catchiest of names, with his retirement it meant that Aston Martin was born.

Having considered how Aston Martin got its name, what about some of the technology we use in our cars in particular Bluetooth, which in reality is now as well known as it is bizarre. We all recognize the name Bluetooth. ... Surprisingly, the name dates back more than a millennia to King Harald "Bluetooth" Gormsson who was well known for two things: Uniting Denmark and Norway in 958. His dead tooth, which was a dark blue/grey colour, and earned him the nickname Bluetooth.

## **But what happens when an afternoon down the pub and naming of a car collide?**

Despite the fact that some car names conjure up desire and piston yearning lust, there are conversely some cars names that can only be summed up in one word... Really!

Sadly there is quite a list but I have picked a few peaches for you to titter at:

- Mazda Bongo Friendee
- Mitsubishi Minica Lettuce
- Mitsubishi Minica Winky
- Mitsubishi Mini Active Urban Sandal
- Isuzu Mysterious Utility Wizard
- Daihatsu Naked
- Gaylord Gladiator
- Tarpan Honker
- Toyota Estima Lucida G Luxury Joyful Canopy

One can only hope that something got lost in translation.

## **And finally its quiz time.**

To finish with I wanted to leave you with a little brain teaser to test those little grey cells whilst you wait patiently for the final throws of lockdown to be lifted.

Looking at car names, one recurring aspect for the naming of cars is that many are named after places. In fact, if you consider Chevrolet that seems to be their go to position when naming cars. So, my little quiz for you is how many cars can you identify that have been named after a place? With a bit of trawling, I managed to find 83 (quite a few from the USA) spanning all type of bands and going back as far as 1948.

I have put my list later in the magazine on page 18. It will likely surprise you how many you actually recognise.

*A cop turned up at my place last night  
"I'm sorry, he said but it looks like your wife's been hit by a car..."  
I replied "Yes but she has a great personality."*

*He travels the fastest who travels alone (Rudyard Kipling 'The Winners')*

I have travelled to many parts of the world, frequently on business, independently with family and friends, or occasionally as part of a package. Getting to the destination is one thing but I am always curious to know about the city or country to which I'm going – the history, the people and the general ambience.

Recently a niece invited us to her wedding to be held at a hotel in Crete where she and her intended had spent their holidays for several years. I asked them what the local town and area was like, are there any places of significance, what about local food in the local restaurants. They didn't know as all they had ever done, wherever they'd been, was to get on the bus at the airport to be driven straight to the hotel where they were ensconced for the next two weeks.

Everybody to their own thing but that is not for me. I do not like 'sun-worshipping' would be bored within an hour or so and stir crazy after a day! How could I say I'd been to Crete if all I'd seen was the beach?

Don't get me wrong, I'm not wanting to get up at some unearthly hour and go for a ten-mile hike to see some ancient ruin, but I do like to get a feel for the place where I'm at. Most times when travelling on business I have travelled alone. My employers allowed Business Class travel which, being solo, often led to being upgraded up to First Class. These journeys were not at the time on the usual tourist route, fancy free with no tour guide leading me around.

These trips have taken me to Bombay (as was) where a colleague and I did a day trip by taxi 120 miles to Poona. The cost to us was inexpensive with refreshments halfway included in the fare. Staying at the superb Taj Mahal Hotel in Bombay we were just across the way from the Gateway To India where we walked around among the local population for an hour or so after work most evenings.

Dubai, before it became the mini metropolis that it is today, was one of the small emirates that the UK protected as the Trucial States. It was noted for the creek where dhows would be loading or unloading all sorts of cargoes to and from the Gulf and even as far as India. Coming back into the creek on an open boat at about two in the morning when we got to the rendezvous where we were to pick up our crew bus there was a large boat moored there with a cargo covered by a tarpaulin that was preventing us from mooring. On the quayside was what appeared to be a covered British Army Bedford truck from which we could see some men jumping out with rifles.

Assuming they were local police or such and not having an Arabic speaker around I thought we were going to have a problem. As we got nearer one of them called out in a Scottish accent 'You can't bring that thing alongside here!'. I called back 'Who are you – the Scots Guards?', to which he replied, 'Aye laddie and this is an ammunition barge'. Instantly all the smokers on our boat extinguished their cigarettes.

By now I could see he was a Sergeant so explained to him that we were to be picked up here and had no way to contact anyone to change the arrangement. He said OK, come alongside their barge, cross over it onto the quay, then stand clear, but 'NO SMOKING'.

I nearly had another run in with the military in Denmark. On this occasion we had chartered an airliner from Southend to Billund. I had been to Billund before and had seen from the air that near the airport there was a military airbase, easily distinguishable by the dispersal areas. On this occasion I could see our aircraft was lining up to land at the military base. As we got lower and slower not wanting to get delayed by explaining to the military who we were and that we should be at the nearby civil airport I eventually said to the Stewardess tell the Captain he's landing at the wrong airport. She said, 'I can't tell him that', probably thinking I was a hijacker.

I had felt and heard the landing gear go down, so by now we must have been on final approach when all of a sudden the landing had obviously been aborted as we speeded up and gained height. The Stewardess having called the cockpit on the intercom gave me a knowing smile. A few minutes later we landed at the civil airport.

Among many other journeys some involved mini adventures such as going round the market in Abidjan, Ivory Coast in the late afternoon to buy up a supply of food to feed 35 as their hotel hadn't arranged their cooks. A 30-hour Greyhound bus journey from New York to New Orleans and after a night there on to Beaumont, Texas (at my request in preference to flying and spending most of the weekend in a hotel). Beaumont was to become a monthly visit in later years. Once I borrowed a car to drive 300 miles to San Antonio to visit the Alamo. Not long after that, with my family, after a day each spent in Disneyland and Universal Studios we drove from LA to Winslow, Arizona where we stayed in a hotel on the corner according to the Eagles song to spend a day taking in the awe-inspiring Grand Canyon. A night in Las Vegas was a must before heading for San Francisco via Death Valley and Yosemite.

My wife and I drove to Padua, Italy to take a train to Venice for a further visit to that most beautifully unique city. On our return drive we spent a night in Genoa. As it was the close season the hotel restaurant was closed so they suggested we try a restaurant nearby. What a gem that was – an excellent dinner followed by the waiters showing us their album of all the VIPs who had dined there – Frank Sinatra, Sophia Loren, the Pope.

We have been on package holidays. I agree there are good ones and there are bad ones, but you don't really know until you are there. Are you in that remote spot such as the hotel in Crete? Is the food local cuisine or being British does the hotel think we want chips with everything? Is there a nice dining ambience or having to queue at a self-service buffet? The courier will offer trips excursions to the local winery/factory/folk show and inevitably a church.

As you will have gathered I much prefer to travel independently. I have never encountered any major language problems – you can get by somehow (even in America). There are no constraints on how long you can spend at one destination – don't like it, move on; or like it here, let's linger awhile. Mingling with the local community certainly gives a better understanding of the country, people and their culture.

The one travel I am most fond is one of the first, so long ago. Driving down the Rhine Valley by chance we stopped overnight at Oberwesel in Zum Goldenen Pfropfenzieher - The Golden Corkscrew to you and me. We found out afterwards it was here in 1843 that the German national anthem was written. But best of all was sitting by the roadside one misty Saturday morning having some refreshment as the mist was clearing I thought it was a mirage when I saw a castle suspended in the air. As the sun dispersed the last of the mist it was indeed a castle – the fairy tale of Neuschwanstein.

## ***Congratulations to John Weir the new High Sheriff of Kent***

John who has been a KGAM member for many years says he is "deeply honoured and humbled." There is a High Sheriff in every county in England and Wales. The office is the oldest Royal appointment. The role is an independent non-political appointment for a single year. Its origins date back to Saxon times, when the "Shire Reeve" was responsible to the king for the maintenance of law and order within the shire, or county, and for the collection and return of taxes due to the Crown. Today, there are 55 High Sheriffs serving the counties of England and Wales each year. They are nominated for the unpaid role. The duties have changed over the years, but supporting the Crown and the judiciary remain central elements. High Sheriffs also work with crime prevention agencies, the emergency services and the voluntary sector as well as help the Lord-Lieutenant on royal visits and other similar occasions.



***On my way home from work I saw my ex being beaten up by 3 guys, I stopped the car and ran over to help...he didn't stand a chance against the 4 of us***

## ***A trucker's life in a pandemic, oh and Brexit by Andy Wyles***

Well, where do we begin, we all remember that day back in March last year, when Boris told us to all stay at home and not to go out anywhere to play, so that's what we all did, well all of us who could. For us lorry drivers life just carried on as normal, we got up, went to work, got our notes and keys and once safe and secure we hit the highways and byways of this great land to keep the world moving.

So what was it like out there? Strangely eerier, the roads were so quiet with only other Lorries out there along with some vans and the very odd car to be seen. All of a sudden that arrival time your satnav gave you wasn't just an unachievable target, it was doable, and in fact the challenge became to arrive before your satnav said you would, but entirely possible with empty roads.

But things did change out there, where and what we delivered changed, builder's merchants couldn't keep up with public demand - remember everybody else sat at home doing nothing like Boris told them to, well they all started doing DIY!

As the lockdown continued the roads slowly became busy with more people making "essential" journeys and also more businesses reopened meaning more and more deliveries, in fact we are now back to pre-pandemic levels with the amount of work and getting busier by the day.

So, what problems did we encounter whilst we were out there keeping the world moving, the biggest problem was the lack of access to facilities, it was amazing how many companies refused access to a toilet and washbasin, it became a daily occurrence and so much of a problem across the country that the "good old" HSE got involved and produced a letter for drivers to carry to encourage business to let drivers in and make them aware refusal could result in huge fines!

The other thing we had to come to terms with is the social distancing, keeping away from that fork lift driver, handing paperwork over and arm's length and the biggest change was stopping signatures for goods, both electronic and on paper to cut down interaction, take a photo instead to prove we delivered it.

So that's it, we've got the pandemic under control, the pallets are still moving and being delivered, job done!!!! What do you mean Brexit???? What? Now??

I'm lucky really as a UK based driver delivering UK goods I haven't had to get involved to much with Brexit, but it does still affect me on a daily basis.

I have to deal with the rules that have been implemented to manage Brexit, a regular delivery I do is to the main stores in Dover Docks, you try explaining to a policeman why you need access to the port without correct EU paperwork and why you haven't been through the proper channels before arriving at the port and why you haven't got a valid covid test, I ended up blocking the docks entrance one day whilst having this conversation, it's amazing how quickly traffic builds..... and of course like all of you I get stuck in operation brock trying to do my days' work.

Also these days we are at risk of being clamped if we park anywhere in most of Kent (KCC new idea to keep roads moving, bring a ban in for HGV parking without ensuring there is enough off road parking), so you spend your legal break with one eye watching

for the clamping goons who seem happy to sneak up, clamp you and disappear leaving the driver/company with a £185 bill for removal. And before you ask the KCC rules say we can safely and legally stop for our breaks, just not park overnight.

So all in all being a lorry driver in a pandemic, great in the beginning, roads were quiet and people appreciated what we did, that stayed until things started to lift and we went back to how we were, a nuisance and holding car drivers up and as for Brexit, as usual the trucker just takes it in his stride and carries on, after all if we don't do it who will???

And one final thing for you to ponder on the next time you're stuck behind a lorry..... just remember everything you eat, drink or wear probably came on a lorry, not forgetting most things in your house, in fact your house and your car came by lorry!!!!

So, yes we're holding you up, but it won't be for that long and **you** might just want what's in the back !!

## ***New cars***

***Mike Ingram***

Do you know what! Aren't new cars getting complicated nowadays. I exchanged my Kia Niro 3 this week on a 'like for like' basis having spent 3 faultless years with the original. I collected it from the garage having driven mine in and with all the covid restrictions the salesman couldn't sit in the new one with me to go through any changes. Once the remainder of the paperwork was completed (it had mostly been done on-line previously) I was therefore handed the keys, thanked enthusiastically for my custom and left to my own devices.

Being a Hybrid it came with the same automatic gearbox so that was fine. However, the original had a 'foot operated hand brake, roughly in the position where you would find the clutch on a manual car. Imagine my consternation when I put my foot there only to find a gaping great hole of 'nothingness'. Could this possibly be right I thought! Has someone forgotten it! Casting round with a haunted look on my face, salvation came when I reached out for the hand book in the glovebox. Going to the index and looking up 'Hand brake I was directed to page 5/31. This showed 2 bulges in the foot rest (alongside where the foot/hand brake used to be) push the top one to activate and the bottom one to take it off. I half heartedly jabbed at what looked like 2 circles in the shown place, neither of which seemed to do very much for me. With mounting desperation I turned the page in the handbook 5/33. Ah, mercy be, the previous page just referred to the cheap version, not the posh version like mine. In mine there's a little button marked 'P' mounted in the centre consul that is operated by the mere flick of a finger, up to engage and down to take it off. Good heavens what will they think of next!

The answer came as I drove home and having taken a roundabout with a 'racing line' (there being no other traffic of course) the car started beeping at me. Good gracious whatever's that! Apparently it's also got what they call a 'lane deviation alarm'. Thankfully there is another switch and you can turn the thing off!

Whilst writing one of the things that I am pleased to see the back of (they don't seem to be as popular now) is those ghastly so called air fresheners. You will know the thing I'm talking about. These are the things that claim to smell like 'pine' or 'black cherry' or something and used to dangle from the mirror or some other projection. Trust me they don't. Having been a parent and grand parent and driven with small children in the back, you will find they seem to either want to be sick or mess themselves at the drop of a hat! I can quite categorically say that there is not a smell on the planet that can't be made worse by the addition of one of these dreadful things. Avoid them like the plague!



# Kent Group of Advanced Motorists

(Registered Charity No. 1051416)

Notice of Annual General Meeting to be held by a closed meeting on  
Tuesday May 18th 2021

## Agenda

1. Minutes of Previous AGM in October 2020
2. Chairman's Report 2021
3. Treasurer's Report 2021
4. Counting of postal votes and elections
5. Election Results to be declared on the Website
6. Members Questions – answers will be on the Website

### Postal Voting Paper (please note only full members are eligible to vote)

To cast your vote please **circle** either Yes or No beside the names on the list below.

When completed post to The Group Secretary to arrive before Monday the 10th of May 2021 or be disallowed

I ..... membership no ..... vote as follows:

Chairman	Linda Davies	Yes	No
Vice-Chairman	Peter Bott	Yes	No
Secretary	Val Power	Yes	No
Treasurer	Daren Bubb	Yes	No
Committee members	John Bowman	Yes	No
	Avice Harms	Yes	No
	Mike Ingram	Yes	No
	Phil Mason	Yes	No
	Terry Nunn	Yes	No
	Neil Regan	Yes	No
	Alan Rowe	Yes	No
	Sue Sharp	Yes	No
I accept the Chairman's Report		Yes	No
I accept the Treasurer's Report		Yes	No

signed ..... date .....

**Kent Group of Advanced Motorists**  
**Charity No: 1051416 Form of Proxy**

I ..... (name)

of ..... (address)  
.....  
.....

hereby appoint ..... (name of appointee)

to vote for me and on my behalf at the  
**Annual General Meeting** of the  
**Kent Group of Advanced Motorists**  
to be held on the  
**18th May 2021**

and at any adjournment thereof

This form of proxy to be used in respect of all  
resolutions put to the meeting

As witness my hand this ..... day of ..... 2020

Signature ..... Membership Number .....

This is the only form which will be accepted and must be returned by post to

The Group Secretary to arrive before Monday the 10th of May 2021 or be  
disallowed

# **Kent Group of Advanced Motorists - Nomination Form**

**ANNUAL GENERAL MEETING - 18th May 2021**

(Registered Charity No. 1051416)

	<b><u>Name</u></b>	<b><u>Kent Group Membership no.</u></b>	<b><u>Signature</u></b>
<b>CHAIRMAN</b>			
Nominee			
Proposer			
Secunder			
<b>VICE CHAIRMAN</b>			
Nominee			
Proposer			
Secunder			
<b>SECRETARY</b>			
Nominee			
Proposer			
Secunder			
<b>TREASURER</b>			
Nominee			
Proposer			
Secunder			
<b>COMMITTEE MEMBER</b>			
Nominee			
Proposer			
Secunder			

Members disqualified by law from acting as a Charity Trustee are not eligible to serve on the Group Committee (Rule 3.3).

This is the only form which will be accepted and must be returned by post to:

The Group Secretary to arrive before Monday the 10th of May 2021  
or be disallowed

**Kent Group of Advanced Motorists Annual General Meeting**

**May 18th 2021 – Members Postal Questions**

I .....  
of .....  
.....

Wish to ask the following questions at the Group AGM :-

.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....  
.....

Signed ..... Group Membership No .....

This is the only form which will be accepted and must be returned by post to:

The Group Secretary to arrive before the 10th of May 2021 or be disallowed

## ***Thanks to all bad drivers out there***

I am grateful to all the bad drivers that I encounter on the road. Because of them I am more vigilant, more aware and less susceptible to the scourge that drivers of indifferent quality suffer from ..... surprise.

They have taught me how to avoid them and so prevent their crashes. They have made me the driver I am today – almost perfect. Almost perfect because thinking one is perfect leads to a dangerous complacency and over confidence. I have intensely studied drivers along with all road users so I claim to be able to anticipate what people are going to do before they anticipate what they are going to do themselves. The only thing that might catch me out is if someone does something suddenly, but this is rare as most telegraph their intentions. I learn from their mistakes even if they do not. Over the years I have built experience on experience ; memorising and storing up events that can be instantly brought to mind as each potential emergency occurs so that I can forestall it. It is such a shame that seventeen year olds have to build that up over the years with no guidance. There is continuous development in cooking and baking on TV but nothing lifesaving such as how to drive and avoid crashes, no wonder the annual death toll has been high for decades. Dangerous drivers are imprisoned, well deserved, but how then can they convey the lessons that have been learned. They should be going round schools and television stations because people respond more to eye witnesses than experts.

I have sat beside drivers who do not major in advanced nor ordinary driving as they exclaim in surprise; “Oh he’s gone through the red light!” “Look she’s going down the one way street the wrong way!” “That cyclist is wobbling!” “The pedestrian ran out of nowhere!” Nowhere? Impossible! What it means is that the driver did not expect the child to run out from behind the van. He should have looked for the feet below the high sided van.

Plan now! Do not wait for the emergency. Respond rather than react that will give you more time especially if you tailor your speed to the situation rather than just the speed limit. On a wide open road you may be able to travel briskly; the same road crowded with parked vehicles you must be much slower because you are conscious of stopping distances than just speed. Stopping distance is a function of speed and much more important. Studying stopping distances you will notice the exponential increase as speed rises ( ie stopping distance does not increase with speed it increasingly increases), Even a minor reduction of speed, easing off the gas as you see a potential hazard, can dramatically reduce the stopping distance.

Respond rather than react because you are aware that a knee-jerk reaction is unplanned and not thought about and therefore dangerous. Reacting in driving often results in a swerve rather than a planned change in direction, taking the driver from a harmless collision with an opening door towards a deadly head on crash; the worst type of crash you can have. Swerving head on with a lorry may kill you, head on with a cyclist the cyclist may die. Keep reminding yourself whilst driving, “Slow not swerve” That is planned driving.

Sent in for our amusement by David Ibbott,

---

***There's no reason to be tailgating me just because I'm doing 50 in a 35...***

*...and those flashing lights on your car look stupid.*

***Observed runs in the pandemic age  
Firth***

***Thomas***

It has been a difficult year for most of us - what with all the covid-related upheaval and the necessary safety measures imposed on our daily lives.

I myself am quite new to the IAM - I had my first advanced session at Grove Green just before the first lockdown was announced and found it to be a deeply informative and (for me) a fresh way of investigating how I can improve my driving further.

Since the first lockdown, I was lucky enough to be taken under John Bowman's wing and to be given some observed runs under the newly founded safe practices relating to covid. Sadly then lockdown was reinstated, these sessions have had to be put on hold.

We conducted sessions with thorough ventilation (I find a sunroof particularly useful for providing this in an unobtrusive manner - although a convertible might be an even more enjoyable way of doing this safely!)

Throughout the sessions, we had to wear masks - John preferred a particular type that allows unobstructed vocals to come through. I initially started with a "snood"-type neck covering, although had to revert back to a proper face mask when this started to work its way down my face during a session. You have to get quite used to driving without sunglasses - as of course the face mask pushes your breath up through the front of your glasses and obstructs your view with condensation. This is something I struggled with quite a bit at first, as the glare from a low-mid morning sun was quite distracting without something to dilute it.

We took regular stops where we exited the vehicle to discuss theory - not only did this reduce the risks of transmission or similar, I also found it quite a useful method to break up the session and allow my mind time to reflect on my driving and application of IPSGA. I always wiped the interior of my car down before and after each session - this became a habit and felt a lot more normal than it did the first time around.

John contacted me before each session to check I had not been displaying any symptoms and to confirm I did not know anyone at work or home who had come down with the virus.

We also occasionally replaced driving sessions with zoom video chats, where we discussed my reading and understanding of the IAM manual and principles deriving from this.

For me, it has been invaluable to have that assistance throughout that time - I commute 20 miles each way for work daily, so having had these sessions and to be able to hone my skills and instil better use of IPSGA and other advanced driving principles into my daily practice has really been of huge benefit.

There are some things that we had to do to make this safe that you would never previously have given credence to, but I feel this is worth the minor sacrifice in time for the huge benefits to my driving and safer use of the roads.

It is quite daunting when you stop to think of the risk that others take to offer these sessions, but for me at least such a useful tool and really hugely appreciated. Thank you to anyone who has risked their lives to improve another's driving practice.



I am very much looking forward to the time when the green light is given for these sessions to be reinstated.

Thomas Firth, Aged 25

## **Electric cars**

**John Bowman**

Dear Editor, I read with interest the comments in the recent newsletter and understand that everyone has to look at their finances and some think that an electric car is unaffordable for their family. We all make such choices. When I looked at buying my first hybrid back in 2001 and similarly while looking now at moving to electric, I worked out the overall cost to run the car each year. Purchase price was indeed higher. 'Fuel' cost much lower. With petrol at £1.24 per litre (UK average - writing this March 4<sup>th</sup>) a car achieving 40 mpg driven 6000 miles a year costs £845 in fuel. An electric car doing 4 miles/kWh would cost £240 on a typical daytime home tariff of 16p/kWh (and a lot less on lower overnight rates). There are annual savings in VED (road tax) and servicing too as the electric car has far fewer moving parts hence will be more reliable avoiding large repair bills. And they also hold their value better.

Arriving at an electric charger and plugging in takes a minute – not five. The driver is then free to follow the Highway code advice to take a break. On return the car will have many more miles of range available. And no smelly / dirty fuel pumps to contend with. Scotland (Alan's destination of Argyll in western highlands of Scotland) has the best developed charging infrastructure in the UK with many chargers offering free electricity with a membership card of 'Charge Place Scotland'.

10-12 hours journey means 4 or 5 rest stops as per Highway Code. Each one offers opportunity to add more electric range while the travellers relieve themselves, drink and freed and stretch.

I would not encourage anyone to fight over public chargers. What readers might not know is that there are charging networks – like Instavolt and Osprey – that will install a rapid charger for FREE in your village, town, city, business premises. That's right, FREE. Not only that but the landowner will get paid rent. So, start thinking about restaurant and shopping car parks or similar near you that would be convenient and put them in touch.

Electric charging is different to refuelling. You connect up and then go and do your stuff. Tesco are already installing chargers in many of their store car parks in a deal with PodPoint and VW. Ideal if the customer has no off-street parking for a home charger (like Alan) and they have not yet persuaded their local council to install lamppost chargers in the streets near home. Nearest one to Maidstone is the Tovil Tesco store. Similar schemes are fitting charge points to LIDL store car parks. If your local store doesn't have one, ask the manager to arrange it.

Did anyone notice the improvement in air quality in Maidstone, especially during lockdown 1? Do people not want that their family to grow up in a cleaner greener world?

The world has plenty of lithium (needed for current generation batteries – the future generation may be using other materials and will also charge faster) including some in Cornwall (so no need to ship it all round the world in diesel powered ships from Australia).

Hydrogen is indeed clean. There are currently 17 hydrogen filling stations in the UK. The energy lost to create the hydrogen (electrolysis), compress it, transport it, and then run it through a fuel cell to create electricity leaves only about 20% of the electricity to drive the car. The same electricity delivered through the grid accounting for the losses in charging leaves 70% to drive the car. So hydrogen is inefficient. It may have a use in large vehicles such as trains and large trucks until battery weights reduce.

And bio-fuels are back to where we started. Let's stop burning stuff! What we grow ought to be used to feed the population.

## **Electric Language**

As more and more people choose to drive electric they will have a new language to learn.

I need to go to Doncaster tomorrow. My **BEV** has 169 on the **GOM**. That may change this evening as I am paid for using **V2G** by **Octopus**. I will leave it on my **fast AC EVSE**

**Zappi** and set the **App** to precondition for a 6:30am start, de-iced and cabin at 23 degrees with 98% charge as I want to use the **regen** from my home here on the hill. **Zap-Map** shows me some **EV** charge points en-route. I have fed the weather, etc. into **ABRP** and it suggests that I can only expect 3.5 **m/kWh** compared to the 5.3 I did on my last trip. I'll need to make sure I stop at a **CHAdEMO** as I had previously been using an **EV** with **Type 2 CCS**. I'll be staying at my parents and they don't have an electric car, but I'll be OK using my **slow Granny** to top up overnight. I must make sure I take my **Ecotricity RFID** although I would prefer to use **Instavolt** or **Osprey** for **DC rapid** charging as **Ecotricity** is often broken or **ICEd**. My backup of **lonity** is much too expensive but it can do 120 **mph**. **GridServe** is the way to go.

BEV	Battery Electric Vehicle also known as an electric car. Sometimes abbreviated to <b>EV</b> .
ICE	Internal Combustion Engine – a petrol, diesel or hybrid car. Anything that <u>burns stuff</u> .
GOM	Guessometer – A BEV display indicating estimated range in miles (UK) based on the recent history of driving for that car.
V2G	Vehicle to Grid. A BEV may be connected to provide energy from its battery back to the grid at times of high demand. The car battery can still be topped up overnight using sources such as wind power.
Octopus	Octopus are a green energy company who also are paying customers of suitable BEVs (e.g. Nissan Leaf) to participate in V2G trials.
AC	Alternating Current. The actual charger is in the car. It converts the AC from the EVSE to DC needed by the battery (perhaps 400V or 800V).
DC	Direct Current.
EVSE	Electric Vehicle Supply Equipment. Home BEV charging connects the car to the mains 240V AC. Often mistakenly called a charger.
Zappi	An EVSE SMART charger from 'myenergi' (an award winning, UK company specialising in design and manufacture of renewable energy products)
Fast	The charging rate of a Zappi or similar is typically 7.2 kW for a home Some buildings with three phase supply may offer up to 22 kW.
App	Many BEVs will have a Smartphone Application program to lock, unlock, control charging times and limits, set the EV to be de-iced and warm in winter and cool in summer <u>before</u> you set off. All while plugged into the mains and so not using the battery.
98%	The battery state of charge. Typically between 20% and 80%. Only go to 100% just before departure as leaving battery at 100% can cause damage.
Regen	regeneration. Recovery of energy (from slowing down or driving downhill) back into the battery for later use. Sometimes called recuperation.
Zap-Map	A smartphone app which provides a map with information on all EVSE in the UK. Others are available.
ABRP	A Better Route Planner. Another App which can take account of weather conditions and load and the car type to better estimate range and hence the EVSE to stop at en-route and how long to charge when you get there.
m/kWh	miles of travel per kilowatt hour of electricity drained from the battery. Similar to an ICE mpg (miles per gallon)
CHAdEMO	Charge de Move. One type of DC BEV charging socket found on Nissan Leaf and other models.
CCS	Combined Charging System. Another type of BEV DC charging socket. Comes with Type 1 or Type 2.
Granny	a <b>slow</b> AC EVSE which is plugged into a 13A socket and normally set to deliver a maximum of 2.3 kW (10 Amps).

Ecotricity Rapid EVSE often found at Motorway Service Areas. Poor reputation.

Rapid Rapid charging is a high voltage DC and typically from 50 kW upwards (if the BEV can take that rate)

RFID Radio Frequency IDentification card. Similar to a credit card. A card required to operate some EVSE.

Instavolt EVSE network with good reputation. Will install in suitable sites for free.

Osprey EVSE network with good reputation. Will install in suitable sites for free.

ICEd A car EVSE bay occupied by an ICE car illegally parked there

lonity Pan European, expensive EVSE network offering up to ultra rapid 350 kW.

mph miles (of range) added to a BEV per hour of charging

Gridserve An EV 'service station'. Loos, shops and all the other things found at a service area - with lots of EVSE. Just no smelly fuel pumps !

An important note about charging. The slowest of car and EVSE rates 'wins'. A car with an AC 7.2 kW fast charger can charge at 7.2kW but it will still only do 7.2kW at a 22kW AC fast EVSE. If the car can do 77kW DC rapid, it will charge slower at a 50kW DC rapid EVSE. You would need a 100 kW (or higher) DC rapid EVSE to get to 77kW.

*My last relationship ended because I didn't open the car door for her  
I just swam to the surface.*

### **More discussion about electric cars**

I live in the Wirral. My car is a Renault Zoe. It has a range of about 200 miles, but in winter with the heater on is about 140. It has very good acceleration, 0-60 in about 4 seconds and a top speed of 87.

Tesco is 3 miles away. There is a charging point there, but I have not been able to use it. The nearest motorway service station is 20 miles away. The plugs on the charging points don't fit my car. I can charge it at Charnock Richard on the M6 and most service stations. It took 2 months to learn how to do it. When I bought it, I bought online, a charging lead to charge it at home. I tried it with an extension lead, but that didn't work. I had to take the lead through a window to a 13 amp socket. That way it charged at 6 miles an hour taking 30 hours for a full charge. After three months I was able to get an outside plug. I paid £300 and the government £500. It was not easy. Now it will charge at 10 miles an hour taking 20 hours.

Yesterday my electricity supplier phoned me and said my contract was ending and I must start a new one. I told them about my electric car and they said I get 8,000 miles free. I went to London to visit my sister. She said there are plenty of charging places. I charged twice on the motorway, about £3 a time. The charging points on the lamp posts were for residents only. When I found a parking place with a charging point it had a screen on top. I put my credit card on it and it asked for a pairing number. At the top was a button for visitors. I pushed that and it asked for a credit card number. After that it said plug in. It started charging. It would take 4 hours. I came back in 4 hours and it was 99% full. I unplugged and left. The bill was £24. That was £6 an hour for parking.

The petrol would have cost more. Next time I will top up at London Gateway before going to see my sister.

Received by Terry Nunn from a friend and sent in to add to the discussions

*I picked up a hitchhiker last night. He seemed surprised that I'd pick up a stranger and said, "Thanks but why would you pick me up? How would you know I'm not a serial killer?". I told him the chances of two serial killers in the same car was unlikely.*

**Daren's Quiz list answers from page 4**

<b>UK/European</b>		
Alfa Romeo Montreal	Fiat 131 Mirafiori	Maserati Sebring
Austin Cambridge	Ford Capri	Mazda Montrose
Austin Montego	Ford Cortina	Morris Oxford
Bentley Brooklands	Ford Escort Mexico	Porsche Cayenne
Bentley Mulsanne	Ford Granada	Renault Floride
Colt Sapporo	Hyundai Santa Fe	Seat Marbella
Daewoo Le Mans	Hyundai Tucson	Skoda Kodiaq (Kodiak)
Ferrari California	Infiniti Q50 Eau Rouge	Subaru Tribeca
Ferrari Portofino	Kia Sedona	Toyota Land Cruiser Amazon
Ferrari 360 Modena	Kia Rio	Triumph Dolomite
Ferrari 458 Italia	Kia Sorento	Zastava Florida
Ferrari 575M Maranello	Lancia Montecarlo	
<b>USA</b>		
Dodge Dakota	Chevrolet Monte Carlo	Hyundai Veracruz
Buick LaCrosse	Chevrolet Monza	Lincoln Versailles
Buick Lucerne	Chevrolet Silverado	Mercury Milan
Buick Rainier	Chevrolet Tahoe	Mercury Montclair
Buick Riviera	Chrysler 5th Avenue / New Yorker	Mercury Montego
Buick Verano	Chrysler Cordoba	Mercury Monterey
Cadillac Calais	Chrysler Newport	Nissan Murano
Cadillac Eldorado Biarritz	Chrysler Pacifica	Pontiac Bonneville
Cadillac Seville	Chrysler Sebring	Pontiac Catalina
Chevrolet Bel Air	Dodge Aspen	Pontiac Le Mans
Chevrolet Biscayne	Dodge Charger Daytona	Pontiac Montana
Chevrolet Cheyenne	Dodge Durango	Subaru Baja
Chevrolet Colorado	Dodge Monaco	Subaru Outback
Chevrolet Corsica	Ford Fairmont	Subaru Tribeca
Chevrolet Delray	Ford Torino	Toyota Avalon
Chevrolet Malibu	GMC Denali	Toyota Tacoma

*My boss drove into work in his brand new, top of the range Porsche this morning and I complimented him on it.*

*He replied, "Well, if you work hard, set goals, stay determined and put in long hours, I can get an even better one next year."*

## **Top 10 best selling cars ever**

**Daren Bubb**

Ever wondered what the top 10 most sold cars ever were? Then I have good news because you have come to the right place.

Although the number of units sold seem to vary depending on where you source the information there seems to be a general consensus that the following are the top ten cars ever sold (play Ed Stewpot count down music!)

- #10: Chevrolet Impala (1959), 14 million cars
- #9: Ford-T (1908), 15 million cars
- #8: Volkswagen Passat (1973), 16 million cars
- #7: Honda Accord (1976), 17 million cars
- #6: Ford Escort (1968), 20 million cars
- #5: Honda Civic (1972), 21 million cars
- #4: Volkswagen Beetle (1938), 21.5 million cars
- #3: Volkswagen Golf (1974), 31 million cars
- #2: Ford F-Series (1948), 35 million cars
- #1: Toyota Corolla (1966), 41 million cars

## **Chairman's Report 2020**

**Linda Davies**

Ladies and Gentlemen due to the continued COVID 19 Pandemic there is not a great deal for me to be able to report to you this year as our Group activities have continued to be severely curtailed. Sadly all training, lectures, social activities and meetings are still cancelled but there is a glimmer of hope that things will start to gradually return to normality under the Government's Roadmap.

Virtual meetings have been held between Group members & HQ using Zoom and also Webinars with HQ. My thanks to Peter Bott and Neil Lakeland for representing the Group on those occasions. Committee meetings continue monthly as usual. To ensure that we keep in touch with members regular newsletters have been sent out via Mail Chimp and personal contact has been made with all Observers by telephone and email.

At the moment we have 45 Observers, of whom 13 are Local Observers and 32 are National Observers, eleven of those are also Training Officers. 8 of our National Observers are awaiting re-test. We also have two Trainees.

A poll is now underway to ascertain how many of the Observers will feel able to return and when. Those that are willing will first have to be re-trained by their peers after April 12th before being able to go out on a one to one basis with an

Associate end of May/June time. For the foreseeable future all will be required to wear PPE. This is in line with the current Government Roadmap which may change but hopefully will remain as is so that we can at last get the Group moving again.

To the year ending 31 March 2021 the Group has only been able to conduct seven advanced tests. Six of those Associates passed - three of whom with a F1rst and unfortunately one wasn't recommended.

There are 23 Associates at various stages of training waiting to continue with a further 22 yet to start. As soon as is practicable Terry will be contacting them all to get training underway again.

Our outside events team have also had their antics curtailed with nothing able to take place for the last twelve months. Some good news on the horizon is that the Classic Car Events are hoping to run three shows later in the year and other organisations are working on their plans too. So hopefully the team will soon be able to get back out there!

Sadly all social activities had to be cancelled too but we are hopeful that we can resume on September 21st when Mary Smith will at last get the opportunity to give us her presentation on 'A School Girl's War' This will be confirmed on the website later in the year. You never know we may even get to enjoy our famous Christmas Quiz in December although we may have to bring all our own refreshments.

Due to inactivity the Committee has decided to postpone awarding this year's Stan Hawkins Certificate as have I for the Chairman's Award. Last year's recipients John Mills and Elizabeth Cooper have yet to be presented with their awards which hopefully can take place at a special presentation evening in September. Hopefully successful associates can have their Advanced Driving Certificates presented then too.

My thanks go to Terry Nunn our Associate Coordinator, Graham Aylard-Poxon our Website & Social Media Co-ordinator, Sue Sharp our hardworking Membership secretary, Mike Ingram our Lecture Team Leader, Avice Harms our Minutes secretary, Neil Lakeland our GDPR Manager, Phil Mason & Alan Rowe our outside events team and Neil Oliver who once again kindly reviewed this year's accounts.

As always your Committee continue to beaver away and a special thanks to them all and to the Group Officers: Vice-Chairman Peter, Val our Group Secretary and Daren our Treasurer all of whom have done an amazing job over the last year despite the Pandemic. My thanks to everyone for their continued support.

May I take this opportunity to congratulate our Vice-Chairman Peter Bott who has now been made Chief Observer in recognition of all his hard work both at The Barn and Grove Green. Well done Peter and thank you!

So let's all stay safe and obey the rules then perhaps we can meet up face to face again soon.





**Kent Group of Advanced Motorists**  
**Accounts for the year ended 31 March 2021**

<b>RECEIPTS AND PAYMENTS</b>	<b>12 months to 31 March 2021</b>	<b>12 months to 31 March 2020</b>
<b>Receipts</b>	<b>£</b>	<b>£</b>
Subscriptions - Full	1,777	2,820
Subscriptions - Associates	744	1,736
	<u>2,521</u>	<u>4,556</u>
Gift Aid	268	349
Bank interest	279	407
Other income	313	219
<b>Total receipts</b>	<b><u>3,381</u></b>	<b><u>5,531</u></b>
 <b>Payments</b>		
Hall hire	228	1,922
Magazine	588	510
Postage	1	1,228
Stationery and printing	43	502
IT costs	30	296
Equipment repairs	0	218
Insurance	0	145
Training	0	1,099
Travel	0	404
Refreshments	4	232
Events and publicity	0	1,510
Other expenses	35	194
<b>Sub-total</b>	<b><u>929</u></b>	<b><u>8,260</u></b>
 <b>Asset purchases during the year</b>		
DVD player and cables	0	80
<b>Sub-total</b>	<b><u>0</u></b>	<b><u>80</u></b>
 <b>Total payments</b>	<b><u>929</u></b>	<b><u>8,340</u></b>
 <b>Net receipts/(payments) for the year</b>	<b>2,452</b>	<b>(2,809)</b>
Cash funds last year end	<u>22,281</u>	<u>25,090</u>
<b>Cash funds this year end</b>	<b><u>24,733</u></b>	<b><u>22,281</u></b>

<b>STATEMENT OF ASSETS AND LIABILITIES</b>	<b>As at 31 March 2021</b>	<b>As at 31 March 2020</b>
<b>Cash funds</b>	<b>£</b>	<b>£</b>
Deposit account	22,955	21,727
Bank current account	1,708	484
Cash floats	70	70
<b>Total cash funds</b>	<b>24,733</b>	<b>22,281</b>
<b>Assets retained for the charity's own use</b>	<b>Original Cost</b>	<b>31 March 2021 Current value</b>
<b>Details</b>	<b>£</b>	<b>£</b>
Projector for The Barn	312	54
Cabinet for The Barn	151	28
Laptop for The Barn	384	80
Laptop for Grove Green	434	162
Cupboard for The Barn	171	69
Laptop for The Barn	369	241
DVD player and cables	80	64
	<b>1,901</b>	<b>698</b>

### **Treasurers' Report to Members**

Our year ended 31 March 2021 has closed and I duly provide above our accounts for your consideration. As in previous years I will provide a short commentary supporting these figures for those of you unable to attend the Annual General Meeting (AGM).

As ever can I again thank Neil Oliver for his diligent review of our accounts. It gives us all as group members further comfort to have another set of professional eyes look over and review our figures.

As identified in the Chairman's' report, and as experienced by us all, the Covid pandemic has had a considerable impact on our finances for the year. With training being suspended for large parts of the year, this has substantially reduced income generated from supporting our Associates.

Bizarrely though, and of even greater impact on our accounts for the year, has been the impact of IAM HQ at Welling Garden City (WGC) to no longer collect local group subscriptions. In previous years, WGC have collected from us both our national and local subscriptions, passing the latter onto KGAM. From 1 April 2020, they have no longer been collecting our local subscriptions and in doing so we have seen our full member subscriptions plummet as members have inadvertently not realised their group subscriptions are not being paid.

To put this into perspective, our receipts for full subscriptions in 2019/20 was £2,820 equating to around 564 paying full members.

For 2020/21 our full membership subscriptions was £1,777 which included £170 relating to March 2020 being paid to us by IAM in April. As such, for 2020/21 we have effectively received full member subscriptions relating to 2020/21 from around 321 members vs 564 for last year. At £5 each that equates to a reduction in income of £1,215 for the year.

I must say that this initially caught me out and accordingly may well have slipped many others attention as well. What this effectively means is that we have "lost" c240 members during 2020/21 and many of you may not even have realised your local subscription to KGAM has lapsed (I have paid up now!).

Fear ye not though FYI here are our group bank details:

***We would be delighted if you could set up a new Standing Order for £5 per year so that you can remain part of the KGAM family.***

### **Payments**

With hall based training pretty much suspended for 20/21, committee have put a very tight lid on our outgoings and accordingly we have only paid out £929 this year compared to £8,260 last year plus £80 on new assets.

What this means overall is despite what can only be described as a torrid year that by tightly controlling our outgoings the group has delivered an excess of income over payments for the year of £2,452 and accordingly our total cash funds stand at a very healthy £24,733 as of 31 March 2021.

So, my final reminder is for those of you that have inadvertently "temporarily left us" we hope you are able to set up a new Standing Order for your local subscriptions. Thinking about 2021/22 we all look forwards to training recommencing so that we can get back out on the roads.

Take care and stay safe.

**Daren Bubb FCA – Treasurer**

*Five guys in an Audi Quattro arrive at the border.*

*The customs officer stops them and says,*

*"It's illegal to put five people in a Quattro."*

*"What are you talking about?" the driver asked.*

*"Quattro means four, and you have five people."*

*"but Quattro is just the name of the car."*

*"Don't think you can fool me! Quattro means four and you have five people, you are breaking the law."*

*"You're an idiot!" said the driver "call your supervisor, I need to speak with someone with more intelligence!"*

*"He can't come."*

*"Why not?"*

*"He's busy with two guys in an Uno."*