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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 or the Kent Group Website at www.kentiam.org.uk
Registered charity: no.1051416.

Disclaimer: Opinions or views expressed in articles in this magazine are those of individual contributor(s) and do not necessarily represent the views of the IAM, the Committee, the Editor or policy of the Institute of Advanced Motorists.

Data Protection Legislation: Associate and full member's details and progress records are held on our files both on computer and hard copy. We also keep Contact details of other groups, region and Head Office. We hold this information in order to perform the necessary administration functions of the group and provide mailing functions for letters/magazine publications. Such information is **not** shared and will only be used by the group and **not** passed onto any other third party. If you object to any of this information being held in our database's please inform the group Membership Secretary in writing.

From The Chair

Hi Everyone

Well, another year further down the line the Group is more or less back to normal and trying hard to do what we do best – training Associates up to the Advanced Driving standard.

Rightly so IAM RoadSmart still advocate the wearing of face masks whilst in the confines of a car and only two people per vehicle which unfortunately prevents Observer training from resuming at present.



However, as soon as safety permits more Observers are desperately wanted to cope with increasing Associate numbers so if you have ever thought of becoming an Observer it's not as difficult as you may think and will keep your own driving skills up to date too. If you are interested in finding out what is involved, please contact Peter Bott on chief-observer@kentiam.org.uk - thank you.

There is some good news that our social evenings have begun once again, albeit that at the moment they are poorly attended and our Hall based training sessions both at Grove Green and The Barn have restarted.

and now Hot Off the Press!!



On Tuesday June 21st, as part of the Queen's Platinum Jubilee celebrations, we will be holding an indoor Street Party with a buffet supper at Grove Green commencing 8pm. Guests are welcome so if you'd like to join us for a fun packed evening could you please let me know numbers for catering purposes.

There will also be a prize for the best topical outfit worn



***In the meantime have you ever met The Queen or any member of the Royal Family? If so please email me your stories
Thank You***

Great news this year we are able to have a proper 'face to face' AGM and I hereby notify all members that this will take place at The Grove Green Community Centre Penhurst Close Maidstone ME14 5BT on Tuesday May 17th at 8pm and I look forward to seeing you all again.

Once again can I please ask you to check that your Group subscription has been paid? As mentioned previously IAM RoadSmart no longer collect our Group subs by direct debit. You will note that Daren also mentions this too in his treasurer's report. Any problems please contact Sue Sharp who will be happy to help you on membership-secretary@kentiam.org.uk

Please stay vigilant and safe and I look forward to seeing you at the AGM on May 17th

Best wishes

Linda

Linda Davies



Sad news

If you are not already aware sadly Max Power passed away on March 15th at home with Val and his family by his side. Max gave up an inordinate amount of time for this group and personally helped dozens of Associates to pass their Advanced test. As well as being an excellent Qualified Observer he had been Social Events Secretary, Committee member and Vice-Chairman for several years. He was full of fun and always had a happy smiling face. I miss him as will everyone that knew him. Our thoughts are with Val and his family!



Test passes – congratulations everyone!

Marcus MAIDEN-TILSEN - F1rst
 Brooke BERRY
 Corinne REED
 Andrew HELLER
 Jeffrey LEVILLARD
 Angie EVERITT-PENFOLD
 Thomas FIRTH
 Daniel BURR - F1rst
 Steve COLLIE
 Graham JAMES - F1rst
 David RANDALL - F1rst
 Clive Bernard
 James Anderson - F1rst.
 Keith REYNOLDS
 Jonathon ATKINS
 Guy SMITH - F1rst
 Kenneth Shaw
 Sarah Thompson Robert COOK - F1rst
 John TILL
 Colin STANLEY



Juliet Doswell
 Rae BARNARD
 Archie Potts
 Ozanne LACEY
 Robert PHILLIPS - F1rst.
 Stephanie Owen
 Charley Breen
 Spencer Eade
 Grace Moon
 Suzanne BURDON
 Roger LOUKES

Fellow re-test

Roger Thompson

I was eventually contacted by IAM to take my Fellow retest about 14 months late because of Covid. However, I met with Examiner Richard Sutton on



Tuesday 15th Feb in the Morrisons car park near the Maidstone Police HQ. Following all the usual introductions and checks etc. off we went along all types of roads around the Maidstone area. After about an hour or so the end result was a 'First' Pass and I have attached the test report for your information.

I'm very pleased that at 80 I'm still up to the required standard!



Test Report

Result: First

Safety and legality **1**
 System **1**
 Acceleration / sense **1**
 Cornering **1**
 Anticipation **1**
 Braking **1**
 Restraint / progress **1**

Gear changing **1**
 Observation **1**
 Use of gearbox **1**
 Overtaking **1**
 Steering **1**
 Positioning **1**
 Spoken thought **1**

Mirrors / rear observation **1**
 Human factors & concentration **1**
 Slow manoeuvring **1**
 Planning and hazard management **1**
 Vehicle sympathy & eco driving **1**
 Smoothness **1**
 Knowledge **1**
 Signals **1**
 Courtesy **1**

Excellent Roger – well done that man!!

Is the Grass always greener on the other side of the (electric) fence?

Climate change is probably one of the single most important factors we will face in my lifetime. As a grandfather, I recognise we have a duty to make sure we do not trash our planet for generations to come (although many would argue it is already too late).

On being green or becoming greener, it is all too easy to say that with China creating 27% of all CO² emissions in the world what is the point of only boiling half a kettle of water or switching over to an electric car.

Our magazine has previously included articles on the early issues with electric cars including range (which seems to improve with every passing day) and the charging infrastructure system (which sadly does not). What I want to muse on for this magazine is whether electric cars are as actually as green as owners and politicians keep holding them out to be or are we actually being duped!

1997 Kyoto Protocol - Wasn't diesel supposed to save the planet?

We do not have to go back far for a good example of “super duping” (no not a new Abba single). In 2001, British Prime Minister Tony Blair and Chancellor of the Exchequer Gordon Brown introduced new vehicle tax rates that favoured diesels, thanks to their lower CO² emissions compared with those of petrol vehicles.

Former chief scientist, Sir David King, whose advice helped to introduce the 2001 tax changes, admitted recently that scientists were aware that diesel was ‘dirty’ due to the higher levels of nitrogen oxides and particulate matter that were emitted. The Government’s own medical advisers were aware of the health consequences associated with NO_x, but they had been told by car makers that new catalytic converters would fix the problem. However, the laboratory tests that manufacturers had to pass were too lax, so although car brands could meet various NO_x targets under the New European Driving Cycle (NEDC) laboratory conditions, out on the roads the situation was rather different.

Lower vehicle taxes – the public lapped it up!

Are electric cars the real green deal?

Let’s start by cutting straight to the chase and ask the question are electric cars as green as they are being held out to be, to which I think the answer is a resounding no.

If we just think about the difference of what comes out of the exhaust pipe of different cars (or not in the case of an electric car) then the answer is obvious that electric is much better. However, that aspect is only a small piece of the equation. If we look at the **whole life impact of cars**, then it is a very different story. Several studies have estimated that if you look at the whole life impact of vehicles, an electric car has about 50% of the climate change impact over its useful life compared to an average car today. Although that is still great news, it does somewhat challenge the myth that electric vehicles are the answer to save the planet.

Let me unpack this bold statement a bit, whilst my electric car colleagues cry out utter hogwash.

UKs National Grid.

It is worth reminding ourselves that the UK is a long way from generating all of its electricity from renewable resources. In Q3 of 2021 the share of our energy coming from renewable sources was 35.9%. This conversely means that we could badge the rest of our energy, being just under 2/3rds, as “dirty” electricity.

By definition that therefore means around 2/3rd of all electric car miles are fuelled from dirty electricity and that generating said dirty electricity comes with a direct carbon footprint. Not the best start.

Electric engines are much more efficient than conventional engines.

Despite over 100 years of fine tuning, the internal combustion engine still remains incredibly inefficient. Depending on the type of engine between only 12%-30% of the energy used actual makes the wheels go round. The rest is wasted as noise and heat.

Electric motors though are way more efficient, in fact more like 75% efficient. This efficiency is a very positive thing and even if you consider somewhere like Poland, where the vast majority of their electricity comes from coal fired power stations, electric cars there emit around 25% less carbon than their fossil fuelled equivalents. Now things are picking up.

But what about the mining I hear you cry!

Indeed, that is a fair question and one that represents a very large downside on the green credentials and whole life carbon footprint of an electric car. Electric batteries are produced using rare earth elements (REE) like lithium, nickel, cobalt or graphite that only exist underground. This depends on mining activities to extract them which are based on very polluting processes. Setting aside the very worrying links to the exploitation of child labour, to produce 1 ton of REE, produces 75 tons of acid waste (for which its safe handling is often very dubious) and 1 tonne of radioactive residues.

Once extracted these minerals that are required for batteries need to be moved thousands of miles across our planet before they can enter the battery production process, thereby causing more CO² emissions.

Do electric car batteries go to heaven or hell when go to meet their maker?

For cars with lithium-ion batteries these have a very specific mix of toxic chemical components of which only a relatively small quantity is REE i.e. lithium. From a practical perspective, this means it needs a lot of effort to recycle components which is not particularly appealing to the marketplace to recycle them as it just costs too much vs the value you extract.

The problem is that EV batteries are made up of several hundred or even thousands of individual lithium-ion cells, all of which need dismantling. They contain hazardous materials and have an inconvenient tendency of being volatile if disassembled incorrectly.

If you scan then web it seems there is no definitive view on the % of lithium batteries that are actually being recycled each year, but it is surprising how many people seems to think it could be as low as 5%. I suspect that if the car market was doing a substantially better job at recycling, then somebody would no doubt be collecting the data to be able to say what a great job they are doing.

Silence most definitely speaks volumes. If they are not being recycled, it could mean some are ending up in landfill or instead sitting in a field/factory somewhere. Recycling efforts are now being stepped up, but capacity and capability appears to be a long way off from where we need to get to.

But it is about changing the way we live not just our car

Around 4 years ago, I changed my business model to work around 3 days a week from home and substantially reduce my reliance on travel. When covid struck, I was easily able to switch to a 100% working from home model. This will be my new norm from now on as my clients realise, they no longer need me on site, meaning I no longer drive to the station, use trains, tubes or taxis and have over halved my annual mileage. So, although we still only have petrol/diesel cars, by reducing the way our family travels has had a huge impact on our carbon footprint.

Is the 2030 target going to temporarily shoot the government plans in the foot?

As many people will be aware the UK has put a ban on new petrol and diesel cars from 2030. From the eyes of many consumers the rate of roll out of the charging network seems to be proceeding at a snail's pace and it needs to pick up the pace to better match future demand for the sale of electric vehicles.

Cast our eyes forwards 6 or 7 years and is all too predictable that in the 2 years preceding 2030, the sales of non-electric vehicles will probably go through the roof. Sceptical individuals will be out buying a shiny new petrol/diesel car in 2029 giving them 3, 4 or 5 years of motoring whilst they wait to see the electric vehicle market settle down.

And finally

I know it's not politically correct to say anything other than electric cars are the saviour of the planet, but we need to be honest and recognise they are not. They are undoubtedly a much better alternative to diesel/petrol cars but with a current full life carbon footprint of around 50% of a car with a combustion engine I do find their green credentials are often overplayed.

So, although this cynical old treasurer will undoubtedly be making the switch to electric - when the price of something I want comes down to a less eye watering figure – when I do, I will recognise the move as being greenish rather than truly green. I wonder when I do will I have to call myself an electric head?

PS? Currently the UK has around 8,350 petrol stations. I wonder what is going to happen to them as the demand for fuel reduces?

Daren Bubb

Animals on Ships

Terry Nunn

To this day many things on ships continue to be named after animals. It's a throwback to sailing ship days when sailors would remember things better by giving them the names of animals which everyone knew, rather than using the correct technical terms.

So, when you next go on a cruise here are a few things that you can use to impress everyone with your knowledge:

Cat's Paws –

Light, variable winds on calm waters producing scattered areas of small waves.

Dog Watch – Two two hour watches aboard ship. – the first dog watch is from 16.00 until 18.00 and the last dog watch is from 18.00 until 20.00.

Donkey Engine –

A small auxiliary engine used either to start a larger engine or independently, eg for pumping water on steamships.

Donkeyman

One of a ship's engine room ratings responsible for maintaining a donkey, or any machinery other than the main engine.

Lizard –

A short length of rope with an eye, used to hold another rope in position.

Marlin Spike –

A tool used in ropework for tasks such as unlaying rope for splicing, untying knots, or forming a makeshift handle.

Monkey's Fist –

A bulky, lumpy knot, usually containing a heavy piece of metal like a large nut, tied on the end of a heaving line to give it weight for throwing the line ashore as the ship docks. This line is then used to pass the mooring lines ashore. Don't get in the way of a well thrown heaving line, the Monkey's Fist can give you a black eye

Monkey Island –

The deck on top of the wheelhouse that usually houses the magnetic compass, a place fairly free of iron and steel which all affect the compass and with a clear view all-round of the horizon.

Old Man -

Slang for the Captain or Master.

Ox-Eye -

A cloud or other weather phenomenon that may be indicative of an upcoming storm.

There are many more.

Sailors have a habit of giving everything a 'nickname', especially food. Most of these nicknames are universally known, for example, sardines on toast, which used to be a favourite for tea, was called 'sharks on a raft' and braised oxtail was irreverently known as 'bum lids'. Scouse was the name for a type of Irish stew, and sealed orders were Cornish Pasties. Baby's Heads was Steak and Kidney pudding, and Snake and Pygmy pie was the same thing but with a crust.

On BP tankers whenever lamb (which at times could be of questionable quality) was on the menu it was referred to as "Isle of Grain lawnmower". (The former BP refinery Isle of Grain used sheep to keep the grass down in the tank farm.)

by Terry Nunn with appreciation to friends and former colleagues
Captain Merv Hutton MN and Jim Ambrose

Kent Group of Advanced Motorists
(Registered Charity No. 1051416)

Notice of Annual General Meeting

which will be held at the Grove Green Community Centre
Penhurst Close Maidstone ME14 5BT

on Tuesday 17th May 2022 at 8.00pm

Agenda

- 1 Welcome to Guests and apologies for absence**
- 2 Minutes of Previous AGM**
- 3 Chairman's Report**
- 4 Treasurer's Report**
- 5 Elections - Chairman
Vice-Chairman
Secretary
Treasurer
Committee**
- 6 Presentations**
- 7 A O B**
- 8 Refreshments**

Kent Group of Advanced Motorists (KGAM)
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 **17th May 2022**
8pm at The Grove Green Community Centre
and at every 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 2022

Signature

KGAM Membership Number

Kent Group of Advanced Motorists - Nomination Form

44TH ANNUAL GENERAL MEETING - 17TH MAY 2022

(Registered Charity No. 1051416)

Name

Kent Group
Membership no.

Signature

CHAIRMAN

Nominee			
Proposer			
Seconder			

VICE CHAIRMAN

Nominee			
Proposer			
Seconder			

SECRETARY

Nominee			
Proposer			
Seconder			

TREASURER

Nominee			
Proposer			
Seconder			

COMMITTEE MEMBER

Nominee			
Proposer			
Seconder			

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 before 8pm on the 9th May 2022

Climate change / nett zero / reducing carbon footprint: just a few of the 'huge' issues of our time. Too big for an individual to deal with – so let's just carry on as usual.

An alternative perspective is to notice what is directly affecting me and seeing what I can do about it. If we all do a bit, it mounts up ! Just as at the moment, the 'harm that we do by burning stuff' mounts up.

I'll start with a motoring related item as we are a motoring group. Back around the turn of the century the cost of driving my car, something that I enjoy, was becoming increasingly expensive. My choice was to swap from a conventional car giving about 35-40 mpg (good at the time) to a Toyota Prius Mk1 hybrid which averaged 55 mpg. My spreadsheet included purchase price, servicing, fuel, insurance. It predicted that I would be in profit after four years compared to a non-hybrid. A little 'upset' in the middle east saw me in profit by year three and continuing to benefit from lower running costs for the next seven years when I swapped it for a newer hybrid which achieved about 65 mpg until I sold it (again at age 10) in 2021.

Fuel costs continued to increase and I wanted to continue to use my car. As someone who keeps cars for a long time and hearing targets to reduce new internal combustion engine cars within my next ten years, I started researching battery electric vehicles (EV). My spreadsheet again came into play. Servicing costs and reliability both improved significantly compared to having a huge lump of heat engine with hundreds of moving parts. And added convenience of 'refuelling' – charging at home on cheap overnight, or even home solar electricity. Let's now move away from cars.

Home heating is expensive. When I moved home, lots of extra insulation went into my 1960s bungalow. Thus needing to burn less gas to heat it. And simple things like draught strips all assist while wall, window and floor insulation all keep the warmth in – and on periods of many days high summer temperatures, keep the inside cool and comfortable. But the heating of living space and hot water is still burning stuff which pollutes the atmosphere that we all breath, as will children and grandchildren.

Over the years, electric domestic appliances have become more efficient and for me, the gas bill is by far the largest part of my home energy usage. Last May when I came to renew my energy contract I noticed something quite interesting. That the year or two year deals were more expensive than the regulated 'standard variable rate'. This was the alert to what many would not notice until the autumn when it entered the popular press, that fossil fuel costs were rising.

I had already been planning to add some solar panels to my garage roof to provide some energy to charge the electric car. But the strategy changed towards reducing my gas bill.

Since January when my solar panels went live all my hot water has been heated by electric rather than the gas boiler.

It uses a 'solar diverter called an EDDI made by a company myenergi, who also make my EV home charger called a Zappi.

These monitor any surplus energy generated by the solar panels to what the house needs and then puts that into the hot water, car battery, etc. The clever bit is that unlike running the immersion heater either on at 3kW or off, it just looks at excess in 100W increments. If a cloud comes over, it will throttle back. If any of you ditched your hot water tank in favour of a 'combi boiler' that heats as required, then think about getting the hot tank (or even a bigger one) back. Water can hold a lot of energy.

The aim with most of these home solar systems is to use it – not to export it back to the grid. But exporting energy to the grid at peak times from home storage batteries or cars like the Nissan Leaf offering 'Vehicle to Grid' (V2G) is already starting to be trialled and is taking off in some quarters.

Anyway, back to my home, I now have supplemented my heating by adding some electric heaters that put energy into the house in the middle of the day, when normally the central heating (CH) is off. Consequence is that when the CH doesn't have to work so hard to return my rooms to my chosen comfort temperatures in the evening. Again resulting in a reduction in my gas bill and the pollution of burning that fossil fuel.

While the solar panels were easy to deal (although they did require planning permission on my flat roof) the other renewable common in the UK is wind power. Large wind turbines in windy areas, often on hills, and also large arrays of them offshore generate a large amount of the UK's energy. Wind turbines at home are limited by size of garden as well as strict planning regulation. So, returning to the title of this article, I have now bought a small share in a wind farm. The company is called 'Ripple Energy'. They get the turbine(s) built, linked into the National Grid and the energy is then supplied through participating energy providers to their customers at a reduced rate.

This returns to that original premise about my first hybrid car. I spend a little more now and benefit for many years after payback starts. I asked the question at the Group Committee meeting as to what the group was doing. Well the group is made up by its members. Your editor would like to hear from you. What little thing(s) are you doing to 'reduce your carbon footprint', to make a small contribution to cleaner air and less violent weather events. And perhaps your responses will make someone else think about what they can do. These ripples can expand. Perhaps to the time when the group will ask for the 'green credentials' of the buildings it rents and the like.

A valuable source of information about all this is 'Fully Charged'. Lots of stuff on their You Tube channel, website and at their live events. The next is in April at Farnborough. Why not get together and visit?

The Highway Code remains a key part of Advanced Driving

At our March Observer meeting we were joined by two of our examiners who as part of a Q&A reminded us that an Associate should have a good understanding of the Highway Code (HWC).

As part of our Associates training we always advocate that a good advanced drive should be Safe, Systematic and Legal. A key part of being Legal and an advanced drive should be underpinned by a good understanding of the HWC. One example from our examiners that clearly fell short of the mark was an Associate on test being stationary inside a box junction, who was then asked what rules applied to a box junction – Doh!

So, to our Observers, can you continue to remind our Associates that the Examiners will be looking for a good understanding of the HWC. As part of your training don't forget to ask your Associate HWC relevant questions as you go round your route (I always like to include a Stop sign if I can).

To our Associates, please read the Highway Code and if you can Know Your Signs. A handy tip for test - if as part of your **spoken thought** you can include reference to numerous signs, lines (like box junctions or hatching) and any other pertinent highway code matters (and what they mean) as you do your drive then that you may well be enough for you to demonstrate your Highway Code knowledge without any questions. The advantage with this approach is you can pick the ones you know the answers to!

KGAM's Founder Member

Roger Phillips

You may recall the excellent article which Roger Phillips, who by the way has the Group's membership number one, wrote for our 40th Anniversary back in 2018 explaining how the Group came to fruition in a pub on the Tonbridge Road.

Well Roger moved to Oregon on the west coast of the United States many years ago but still keeps in regular contact and maintains his commitment to IAM RoadSmart. and to the Group.

I thought you might like to know that Roger has just received from across the pond, all the way from Welwyn Garden City a framed certificate awarded by IAM RoadSmart to celebrate his **50th** year of membership! What an achievement!

Hearty Congratulations Roger – well done that man!!

Kent Group of Advanced Motorists
Accounts for the year ended 31 March 2022

RECEIPTS AND PAYMENTS	12 months to 31 March 2022	12 months to 31 March 2021
Receipts	£	£
Subscriptions - Full	1,803	1,777
Subscriptions - Associates	1,395	744
	<u>3,198</u>	<u>2,521</u>
Gift Aid	226	268
Bank interest	230	279
Other income	67	313
Total receipts	<u>3,721</u>	<u>3,381</u>
 Payments		
Hall hire	471	228
Magazine	550	588
Postage	548	1
Stationery and printing	106	43
IT costs	14	30
Equipment repairs	25	0
Insurance	308	0
Training/training books	899	0
Travel	227	0
Refreshments	256	4
Events and publicity	662	0
Other expenses	168	35
Sub-total	<u>4,234</u>	<u>929</u>
 Asset purchases during the year		
Projector	549	0
Sub-total	<u>549</u>	<u>0</u>
 Total payments	<u>4,783</u>	<u>929</u>
 Net (payments)/receipts for the year	(1,062)	2,452
Cash funds last year end	24,733	22,281
Cash funds this year end	<u>23,671</u>	<u>24,733</u>

STATEMENT OF ASSETS AND LIABILITIES	As at 31 March 2022	As at 31 March 2021
Cash funds	£	£
Deposit account	23,185	22,955
Bank current account	416	1,708
Cash floats	70	70
Total cash funds	23,671	24,733
Assets retained for the charity's own use	Original Cost	31 March 2022 Current value
Details	£	£
Projector for The Barn	312	7
Cabinet for The Barn	151	5
Laptop for The Barn	384	22
Laptop for Grove Green	434	97
Cupboard for The Barn	171	43
Laptop for The Barn	369	186
DVD player and cables	80	52
Projector for Grove Green	549	549
	2,450	961

Treasurers' Report to Members

Daren Bubb

We have now closed our year ended 31 March 2022 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 comfort to have another set of professional eyes look over and review our results.

Although the Covid pandemic continued to have a direct impact on our group affairs during the year, we nevertheless managed to undertake additional Associate training resulting in a near doubling of Associate subscriptions from last year. Can I send my thanks to every one of our dedicated Observers and the support team who went above and beyond this year so that the group could continue to support our Associates. With our non-subscription income streams being comparable to last year, we recorded total receipts of £3,721 compared to £3,381 last year.

As mentioned in my report last year the decision by Welling Garden City to no longer collect local group subscriptions meant we lost around 200 members which at £5 each equates to around £1,000 p.a. Nevertheless, our group remains strong as we still enjoy support from around 400 members, and I thank you all for your ongoing commitment.

Payments

Last year, we found ourselves in a unique position that with only limited hall based training and without a physical AGM our unusually low level of payments meant we recorded an excess of receipts over payments for 2020/21 of £2,452.

This year, with Associate activities stepping up, yours truly has had to blow the dust of the group's cheque book to spend some of our funds to support our training activities. Payments of particular note during the year are:

- With a new version of Roadcraft being published the committee took the decision to purchase a copy for each of our hard working Observers totalling £899.
- With WGC unable to collect our insurance premium in 2020/21 we have been charged for last year and this year's premiums both in 2021/22, totalling £308.
- Finally, with our projector at Grove Green heading for its 9th birthday we felt it was time to refresh this to a new HDMI capable projector which was purchased for £549.

Although this year we spent £1,062 more than we received, this was directly linked to returning to a more normal(ish) level of activity where we incurred one off items of expenditure. In doing so, I note that in reality this only partly reverses the £2,452 "super surplus" recorded last year.

With the current economic crisis, I suspect we are going to find it challenging to secure new Associates next year. However, with our finances remain very healthy and we end the year with reserves of £23,671, plenty for potential rainy days ahead. Take care and stay safe. **Daren Bubb FCA – Treasurer**

Community Speed Watch

by David Ibbott

What is it? and How does it work?

Around 1 in 4 serious collisions have a speed related element and local Community Speed Watch groups are essentially an educational tool operated by volunteers from the local community and overseen by Kent Constabulary to draw drivers' attention to speed infringements without unnecessarily penalising them. Sessions are organised by a group co-ordinator and generally a four person team record data and the equipment is booked for the group as two other Parishes share the Speed Indication Device [S.I.D.] which is jointly funded by them.

Data collected is processed by the police, fully complying with GDPR legislation. The police approve specific locations at which S.I.D. may be sited, clearly visible to approaching drivers at minimum specified distances from speed limit changes allowing a tolerance if drivers are lax on adjusting their speed. The device is checked for accuracy at the start of every session and is only operated in daylight hours in dry weather with optimal visibility. It is not a covert operation. Depending on the margin by which the prevailing limit is exceeded letters are issued to draw attention to the misdemeanour.

How did I get involved? Why did I get involved?

During the pandemic, when I found I had time on my hands, my business activity being shut down overnight with lockdown, I pursued an appeal in my local Harrietsham Parish Magazine for volunteers. Having registered my interest and

completed a short on-line test I was approved and accepted into the local volunteer group. Once approved, most training is done 'on the job' and unfortunately my first session was cancelled because of the weather and then we had another lockdown preventing me from any activity until the spring of 2021. My motivation was a long standing and broad interest in road safety having been an active member with Kent Advanced Motorists Group [formerly Mid-Kent] since the mid-eighties and around 30 years involvement with KCC Road Safety. It is also a way of contributing something to the local community.

Want further information? Either visit **communityspeedwatch.org** or contact your local Parish Council, who will pass on your details. The more volunteers we have the more sessions we can conduct to promote the safety message. You can always get involved by simply keeping to the speed limit of course if you don't feel you are able to volunteer.

The results of local group sessions are published once accuracy is verified and analysed, and statistics are regularly published detailing activity for the local group, Kent wide and other South East CSW groups for the last week, month and year.

There is also an on-line quiz with different difficulty levels to aid development of vehicle make identification which is one of the pieces of information that has to be accurately recorded along with the vehicle registration number and colour. It will be interesting to see how we deal with a new BMW which allows the colour to be changed in-car at the touch of a button!

Time and speed is also recorded together with S.I.D. location and direction of traffic being monitored. Harrietsham operate at seven sites on the A20 Ashford Road through the main part of the village. A vehicle count is also recorded but 'convoys' of close following vehicles are not included. The volume is significant especially considering it notionally runs parallel to the M20 which one would expect to carry most through traffic between Ashford and Maidstone.

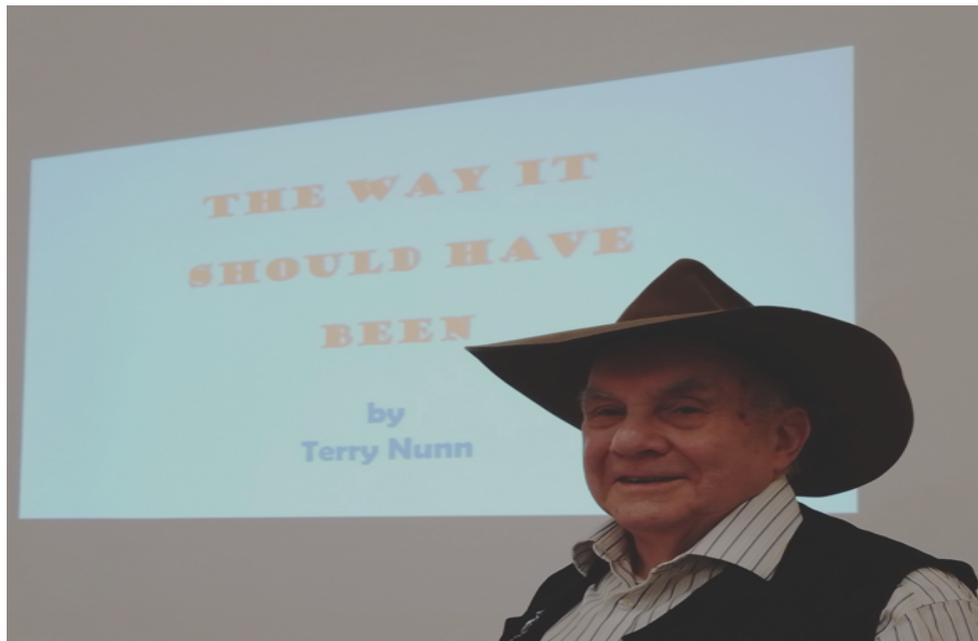
On a recent March Saturday east bound traffic in the 30mph zone 25% of the 164 total number of vehicles counted in a sixty minute session were in excess of 35mph, a speed at which penalty notices would be issued if caught on police radar/speed camera systems. Our group record [not a record the driver should be proud of] was 72mph at 07.30hrs. in a 30 limit. The most outrageous speed was recorded in Worthing a year or so ago at 90mph...in a 30 limit! The police personally deliver letters by hand for speeds above certain limits and have sufficient evidential data to prosecute offenders.

The average speed of traffic recorded by KCC in the 30 zone through Harrietsham increased between March 2021 and November 2021 from a little over 31 close to 34mph. Most drivers remain within 'acceptable' limits and give a thumbs up or friendly toot and the ne'er-do-wells who have little or no respect for the law will make obscene gestures or shout abuse and if we are able to capture appropriate vehicle details these are passed to the police who actively follow them up.

So if you're passing through Harrietsham and see S.I.D. and 3 or 4 people in Hi-Viz jackets loitering at the side of the road give us a toot or friendly wave.

Stay safe **David Ibbott**

Who is that Terry Nunn bloke?



Well apart from being the best Associate Coordinator this Group has ever had and an 'all round nice guy' Terry is a Qualified Observer, an excellent Quiz Master, a Committee Member, part of the Observer Management Team and has penned some really interesting magazine articles and Social Evening talks.

His most recent success was 'The Way IT Should Have Been' and on a previous occasion he spoke of the part The Ohio tanker played in the relief of Malta in 1942. In 1992 Terry and his wife Carole went to Malta and took part in the 50 year anniversary celebrations where they met Her Majesty the Queen.

Terry was born in Hackney and grew up with no siblings in Tottenham and Enfield. He really enjoys live Theatre, Music Halls and in his younger years was part of a Double Act with his father.

He worked in the shipping industry in the personnel sector and has widely travelled to places such as India, Texas, Los Angeles, the Ivory coast and Dubai. Today he still runs a Texaco Tankers 'old boys' club.

Apart from Pussycats his favourite pastime is watching old films especially westerns with the Gunfight at the OK Corral and The Searchers being particular favourites.

So what is he up to now? Well Terry is already busy coordinating the Street Party we're having for the Queen's Platinum Jubilee celebrations on June 21st ... what a diamond geezer!!

Hope to see you there – it's going to be a great evening!