

## From the editors...

*Spring is (almost) in the air!*

The clocks have gone forward and there are signs of better weather but it's with some sadness that we learned recently of the sudden passing of our Chairman, Bill Evans, about whom you can read a tribute below. He will be greatly missed.

For the first time last week I had to stop filling my car with diesel when the pump approached £100 so I could still use a contactless

payment card. Goodness knows what it would have reached if I'd 'brimmed' the tank! So in this issue we have some tips from IAM RoadSmart on adapting driving techniques to maximise fuel economy.

It's good to report four test passes since our last edition, with one F1rst. Well done to all candidates and observers involved in

this achievement. We have five new associates starting on our April course and wish them equal success.

At the end of January the changes to the Highway Code were finalised and are now available in full on the internet. It will be possible to buy a new hard copy from around 11 April. We've included a summary of the main changes

with this newsletter, but there's nothing to beat buying the book and reading it in full. (When *did* you last read the Highway Code by the way?)

Finally, we have the second in our articles on electric vehicles, looking at the subject of 'charging anxiety'.

Safe driving!

*Your editorial team*



## Tribute to Bill

### Bill Evans – 1959-2022



As many of you will hopefully be aware by now, it was with deep sadness that we heard of the sad passing of our Chairman, Bill Evans on 11th March 2022 at his home, aged 62 years. In Leyland, Bill was perhaps best known as a local South Ribble councillor, where he served with dedication for 27 years. Perhaps less well-known was his work with CAM, who he served as Chairman from October 2016 until his death.

Bill was always keen to share the advanced driving message, particularly with young drivers. Often at Committee meetings we would hear he had found another Associate for the next course through one or other of the many community activities in which he was involved. He also took every opportunity to encourage his fellow councillors to take the course, even offering one as a prize at the Mayor's Charity Ball one year! Bill was also a great supporter of our annual "Alive to Drive" event, run in conjunction with the emergency services, heading to Tesco at dawn to tape off the area allocated to us before the early shoppers could get there! He was also instrumental in our taking a stand at the Leyland Festival, for which he was a steward, and which we attend again this year with mixed feelings.

Our hearts go out to his daughters Hayley and Kim, his family, friends and colleagues to whom we send our deepest sympathies at this difficult time. A requiem mass for Bill was held at St Mary's Church, Leyland on Thursday 31st March 2022. Current and former members of the Committee were amongst the many mourners who attended – a wonderful final tribute to Bill and thank you from his family, friends and community for all his service and dedication. Bill's daughter and a fellow councillor both gave very eloquent eulogies. His family has set up a tribute page which can be found at <https://billevans.muchloved.com>. Donations in Bill's memory can also be made through the page to the Wildfowl and Wetlands Trust.

## From the IAM

With the cost of petrol going ever higher, IAM has put together their tips for to help reduce your petrol consumption...

### Driving smoothly

Driving smoothly and anticipating situations and other road users as far ahead as possible will help to avoid unnecessary braking and acceleration. Maintain a greater distance from the vehicle in front so that you can regulate your speed, when necessary, utilising acceleration sense and without using the brakes.

When slowing down or driving downhill, remaining in gear but taking your foot off the accelerator as early as possible will reduce fuel flow to virtually zero, in most vehicles.

When accelerating, shift to a higher gear early, even in an auto you can try this where appropriate and always remember high speeds greatly increases fuel consumption too so avoid excessive speed.

### Offload unnecessary weight

Removing unnecessary racks, roof boxes and bike carriers (and other items!) will significantly decrease air resistance and improve fuel consumption at higher speeds.

### Avoid busy periods

Stopping and starting in traffic uses a lot of fuel to get the vehicle moving again. If you can plan that journey to avoid busy times, you could save not only your time, but that expensive fuel as well.

### Check your tyres

Keep your tyres well maintained by checking the condition, pressure and tread depth. An underinflated tyre will use more fuel. The recommended settings for your vehicle can be found in its handbook. For help checking tyre pressures, Tyre Safe offer a range of resources for vehicle owners.

### Avoid short journeys

During colder months, your engine uses more fuel for the first four miles or so. Try to combine errands into bigger journeys or perhaps you could walk or cycle instead?

### Keep it low

Keeping your speed low can reduce fuel consumption by up to 25%. You can often maintain the same speed with less pressure on the pedal – try it and see the mpg increase.

### Read the road ahead

Observe – Anticipate – Plan. Look to the road ahead and plan your next move. Avoid harsh braking and accelerating, for example at traffic lights or on steep hills – all increase fuel consumption.

### Limit your use of climate control (and similar 'toys')

Air conditioning (AC) is the single largest contributor to lower fuel economy during the summer and can reduce a vehicle's economy by a whopping 25%, so if you don't need it on then you may eke out a few extra mpg if you turn it off.

## Calendar

### Apr

- 10<sup>th</sup> Observed Run – wk 1 (2/22)
- 17<sup>th</sup> Observed Run – wk 2 (2/22)
- 24<sup>th</sup> Observed Run – wk 3 (2/22)

### May

- 1<sup>st</sup> Observed Run – wk 4 (2/22)
- 3<sup>rd</sup> Theory Night (TBC)
- 8<sup>th</sup> Observed Run – wk 5 (2/22)
- 9<sup>th</sup> Committee Meeting (CCFS)
- 15<sup>th</sup> Observed Run – wk 6 (2/22)
- 21<sup>st</sup> Alive to Drive (Tesco Leyland)
- 22<sup>nd</sup> Observed Run – wk 7 (2/22)
- 29<sup>th</sup> Observed Run – wk 8 (2/22)
- 30<sup>th</sup> Observer Meeting (CCFS)

### June

- 2<sup>nd</sup> Leyland Festival (Worden Park)
- 5<sup>th</sup> Observed Run – wk 9 (2/22)
- 6<sup>th</sup> Meet and Examiner (CCFS)
- 12<sup>th</sup> Observed Run – wk 10 (2/22)
- 19<sup>th</sup> Observed Run – wk 11 (2/22)
- 26<sup>th</sup> Observed Run – wk 12 (2/22)
- 27<sup>th</sup> Introduction Evening (TBC)

**NOTE:** All Observed Runs are from  
Tesco Car Park, Buckshaw Village

### KEY

TBC

To be confirmed

CCFS

Chorley Community  
Fire Station

## "The parrot ate my V5"

"I wasn't concentrating and shredded it", "it was in my trouser pocket and went through the washing machine" and "my parrot destroyed it" are among the most unusual reasons people have shared with DVLA for needing a replacement vehicle registration certificate (V5C).

Other unusual reasons shared with DVLA include:

- My child covered their school book with it.
- I left it at a hotel in the Gobi Desert when driving across Asia during my gap year.
- Someone bought me a car for my birthday – they wrapped the keys in the V5C and I tore it open without knowing.
- The dog ate it.
- It blew out the window and when I went to look for it, it was gone.
- My grandchild took it to play outside and buried it in the mud.

DVLA launched an online service to get a replacement V5C in September 2020 and is the quickest way to replace the document. Motorists can order a replacement - no matter the reason! The online service to replace a V5C is quick and easy to use and means customers will receive their replacement vehicle registration certificate within the week.

So whether you misplaced your V5C, it's being digested by your pet or your kids have used it for arts and crafts - the quickest way to get a replacement is on GOV.UK.

# Noticeboard

## Welcome...

... to our new associates on the 22/02 course:

**Billy S**                **Judy B**  
**David B**               **Trudi A**  
**Dominic S**

We hope you enjoy your time with us and wish you much success with the course!

## Congratulations!

Many congratulations to:

**James A**               **Paul W (F1rst)**  
**Joe P**                   **Nicky O**

who have passed their advanced test. Welcome to the community of advanced motorists! Don't forget to rejoin CAM as a full member to continue to receive your ongoing membership benefits.

## Save the date...

A reminder that we are once again able to hold our annual **Alive to Drive** road safety event, supported by the emergency services. Sadly, it's only one day this year (due to resource pressures), so put **Saturday 21<sup>st</sup> May 2022** in your diary and bring your friends and family to see us on Tesco Leyland's car park from 9am to 5pm (ish!).

As also mentioned in the January edition, **Leyland Festival** is also going ahead this year. Come and see us in Worden Park on **Thursday 2nd June 2022** from 9am to 4pm (ish!).



## Committee update

Following Bill's sudden passing, the Committee will meet to discuss the actions it needs to take following this distressing news.

Bill will be much missed and cannot be replaced in our hearts. However, CAM is a Charity and, as such, the Charity Commission rules require us to have a Chair, which in turn requires a vote by the members.

In the normal course of business, a new Chair would be voted on at the AGM. However, given that our AGM is not until October, we may be required to hold an EGM before then. If so, we will publish the details on the website and send details by email (where we have permission to do so).

# Your Committee and other key roles

## OFFICERS OF THE GROUP

**Chairman:**  
Vacant

**Secretary:**  
Steve Rowland

**Treasurer/Membership Secretary:**  
Ruth Smith

## OTHER ROLES

**Administrator**  
Paul Pain

**Social Secretary, Publicity and Recruitment:**  
Julie Whitworth

**Newsletter Editors:**  
Chris Davis  
K Louise Parkinson

**Associate Co-ordinator:**  
Alan Whitworth

## NON COMMITTEE KEY ROLES

**Webmaster**  
Julian Sharp

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# Electric vehicles

## Charging anxiety?

In our previous edition we looked at the issues affecting the range of electric vehicles and, despite manufacturers' claims, concluded that the 'real world' range of most electric cars currently on the market is around 250 miles when driven on a long motorway type journey in winter.

For many of us this is not a problem as we rarely do journeys in one day in excess of 200 miles. But when we do, we want to be sure we can get there with minimum stress. We are used to filling our tank with fuel and not having to think about filling up until we get home, and don't want to take a backward step.

If this is a concern, the best approach is to buy a car with the highest available range and fastest possible charge rate: these are now available if you do your research. Cars with 800V architecture offering up to 350kw maximum charging rate will become increasingly the norm, but are rare at the moment. (A key selling point for Tesla is their own exclusive Supercharger network).

The current charging infrastructure is clearly inadequate and the danger is that this will

become a bigger problem as the sales of new electric and plug-in hybrid vehicles grows at a faster rate than charger installation.

The need to plan long trips to avoid running out of charge will become essential. Apps such as ZapMap and ABRP (A Better Route Planner) are emerging, which will help.

There are two key issues to solve: (1) how



to enable people with no off-street parking to charge their vehicles at home (about one third of UK homes) and (2) how to improve charge rates and service on motorway and trunk routes so that people can do long journeys.

Current charging facilities are inadequate in many respects. They are uncovered: in bad weather you can get drenched. They are unreliable and often not working. They are owned by multiple operators, each of which

insists you register an account to pay. Payment by contactless card isn't possible. Very few offer the fastest charging time. Installations at motorway service stations have until now been restricted by misguided contracts between the owners and just one provider.

There is a huge business opportunity for those with money to invest. It costs about

£150k to install one high powered charger. Left to themselves, private companies will install where they are sure to get the best return: in cities and on motorways. The danger is that more remote rural areas will not be equipped – look at what's happened with broadband provision!

Another risk is that, by the time all the investments are made, improvements in battery technology and vehicle range may radically alter demand, both during the day and by geography.

Looking on the bright side, good things are starting to happen! The government has recently announced its strategy for a ten fold expansion in the number of chargers by 2030, with plans to force operators to allow contactless payments and ensure chargers are working 99 per cent of the time. A new £450m fund for councils will include money for roll-out of on street chargers and local 'charging hubs' for residents. Large energy companies are getting in on the act: BP have recently announced a £1bn investment in charging facilities.

Gridserve opened its first fully electric forecourt in late 2020 (pictured), enabling up to 36 cars at a time to add 200 miles of range in 20 minutes using 350kw chargers.

It's clear though that the demand is going to continue to exceed supply for many years to come. For this reason, I'm not sure that delaying buying an electric car will gain anything. However, I do foresee a big increase in use of the term 'Charging Rage'! And it won't just be due to the price....

*Chris*