



LAM BUNKER NEWS

Edition 7



A MERRY XMAS AND HAPPY NEW YEAR TO ALL OUR MEMBERS

A message from Russell Bowen, Chairman, Lichfield Advanced Motorists

I wanted to wish all our members a very Merry Christmas, but I'm also acutely aware that this year has been extraordinarily difficult for so many, and I wonder how many of us truly will have a merry time. If you have suffered in any way, or your family or friends have experienced set backs then I wanted to offer our support and our hope that the world will start making its way back to some sort of new normal. Hope is a wonderful thing - the recent news of vaccines has put a metaphorical spring in our step, and we must continue to look forward to better days.

As a car club, I am sure that we will see better days soon, because we have all been working hard to keep Lichfield Advanced Motorists going through this awful pandemic. I wanted to pay tribute and offer my most sincere thanks to all the volunteers in the group who have just kept on going in the face of uncertainty and adversity. We managed to get some associates through to test in the respite between the Lockdowns and we have continued to keep in touch through online meetings, both formal and informal. The Committee, our Observer Team and all our active volunteers have continued to make it business as usual as best as we can, and we even managed to undertake our AGM using the wonders of technology.

The Group is still very much alive then, and I look forward to seeing you all in person as soon as it finally becomes safe to do so. In the meantime please stay safe, look after each other, and, if you possibly can, have a wonderful Christmas and New Year.

HAVE YOUR SAY:

Would road pricing be a good idea?

Welcome to a new section of our Bunker Bulletin. We are keen to hear your views on a current motoring topic, and we're starting by seeking your opinions on proposals for road pricing to replace - or supplement - vehicle and fuel taxes.

Would road pricing be a good idea? Or a new rip-off?



Please send your views - with a maximum of 200 words - via email to Chief Observer John Watson: lamjohnwatson2020@gmail.com

We plan to publish a selection of your replies in the next Bunker Bulletin. You will only be identified by your initials, not your full name. For reasons of space, your views may be edited.

So please get writing!

Some Terms Used For Electric Vehicles by Grahame Ottewell LAM Observer.

There are people who think that electric cars are something that is new. It might come as a surprise to some to realise that Ferdinand Porsche the founder of Porsche racing cars developed an electric car called the P1 in 1898. There had been other electric vehicles already on the road before then including one by William Morrison a chemist who built an electric wagon which could hold 6 people and travel at 14mph back in 1890. **Fast forward to 2020** - We find electric cars have moved on and are becoming increasingly popular. There are several different types of electric powered vehicles and here are some of the terms used for them. I have compiled a brief update on these terms used to describe the different types of electric vehicles.

An Electric vehicle is simply shortened to EV. So far so good.

It has a rechargeable battery and an electric motor. Sometimes EV's are also known as a **Battery Electric Vehicle or BEV.** or as a "Pure Electric" to distinguish it from hybrid vehicles.

A hybrid vehicle has a petrol or diesel internal combustion engine plus a rechargeable battery and electric motor. Hybrid vehicles have been on sale since the late 1990s, the best known of which is the Toyota Prius. Non-plug-in hybrid vehicles, usually just called hybrids, cannot be plugged in. They have relatively small batteries and short electric-only ranges of perhaps 2 or 3km. This type of hybrid recharges its batteries when it brakes, and sometimes by using the petrol or diesel engine to power a generator which provides electrical power. Recently some manufacturers have begun calling this type of (non-plug-in) hybrid vehicle a 'self-charging' hybrid, although this term has the potential to confuse since all hybrids, whether plug-in or not, and all EVs have the ability to 'self-charge' their batteries when they brake.

A plug-in hybrid vehicle (PHEV) also has an internal combustion engine plus a rechargeable battery and an electric motor. They have much larger batteries than the non-plug-in hybrids described above (typically around 12kWh instead of just over 1kWh) and they can be plugged in and charged like an EV. PHEVs typically have electric-only ranges of around 20 to 30 miles on a full charge. A plug-in hybrid can be a good choice for a vehicle that fulfils two very different roles, for example frequent short distance local journeys that can be driven on electrical power only, but also occasional longer distance trips for which the two power sources would be used.

A mild hybrid usually refers to one that cannot be driven in electric-only mode, but which has an upgraded (often 48V) battery and electrical system. The primary purpose of adding mild hybridisation is to increase efficiency by allowing the vehicle to achieve some regenerative braking when slowing down and to use the additional power source to assist with acceleration and other electrical loads in the vehicle.

What EVs are available? These are exciting times for EVs with the number of vehicles available increasing rapidly and new models launched almost weekly. Models currently available in the UK include the Nissan Leaf, Renault Zoe, BMW i3, Kia e-Niro and Soul, Hyundai Ionic and Kona, VW e-Golf, Jaguar I-PACE and Tesla Model S, Model X and Model 3, Europe's best selling EV in the first half of 2019. So there we have it. Some basic terms used and different types available. At Lichfield Advanced Motorists Group we have members with most types of electric cars. When we get back on the road and back to the Fradley hall for meetings try and chat to some of their owners and get to know more about these types of vehicles. We are also planning to do updates on electric vehicles.

A WHITE-HOT TIP FOR SAFETY By John Watson, Chief Observer

We may or may not enjoy a White Christmas this year, but here's a white-hot tip for safer driving on motorways and dual carriageways.

Have you ever had the alarming experience of a lorry suddenly pulling from the inside lane into your path as you travel in lanes two or three on such routes? Of course you have - every one of us has, and it will happen again and again in the future.

HGV drivers have very limited vision around their vehicles. Despite those big mirrors, blind spots abound on all sides.

And the view from the cab of a left-hand drive lorry from the Continent is even more limited, with a high proportion of such vehicles being involved in "side-swipe" crashes.

So here's my tip to keep you safe. While approaching lorries to overtake, **LOOK OUT FOR WHITE NUMBER PLATES**. Not every Continental lorry has them, but most do. Treat such lorries with extra caution and concentration.

One quick glance takes in vital information.

On our courses, associates are taught to "go for the gaps", and never stay a moment longer than necessary alongside a HGV. Be either in front, or behind, and no lorry can side-swipe you into the central barriers or into the paths of other vehicles.

After an overtake, remember to carefully plan your return to lane one, the inside lane. When overtaking any slower vehicle, remember that you need TWO safe stopping distances in lane one: one for you, and one for the vehicle you have just overtaken.



DVLA and HMCTS digitise paper-based prosecutions

We've worked closely with HM Courts & Tribunal Service (HMCTS) over the last 18 months to create a link, through an API, to the Common Platform system. The Common Platform gives access to relevant case information digitally to HMCTS, prosecutors, and wider participants in the criminal case management process. This has resulted in our paper-based prosecution process being revolutionised.

This is a key part of HMCTS' £1 billion reform of courts work to bring new technology and modern ways of working to the way justice is run. It also aligns with our aim to use the data we hold to develop high quality-services with other parts of government, where this is appropriate.

We send a reminder, to the registered keepers address on our records, when vehicle tax is due.

This includes all the information you need to tax online in minutes. If you do not tax, you could be issued with a late licensing penalty, your vehicle could be clamped or impounded, or your case referred to court or a debt collection agency.

For cases referred to court, digitising the process means we no longer need to spend time creating the paper-based cases and HMCTS do not need to create the case on their systems. We prosecute vehicle keepers whose vehicles aren't taxed, those using or parking a vehicle on the road when it's been declared as off the road (a SORN), or are uninsured. This extra time we've gained means that more cases can be dealt with through the single justice procedure run by HMCTS.

Our Blue Book refreshers are attached as a separate file so that you can download and store them for use as and when you feel they would be appropriate to your needs. This month's refresher is **Manoeuvring Edition Courtesy of Sue White**

Stay Safe and well!

We would like to hear from you: If you have anything you would like to contribute to the Bulletin then please email to: lamjohnwatson2020@gmail.com