



Newsletter

November 2022

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Chair's letter - November 2022

Nick Room



Dear Friends

We welcomed Robin Tucker from Oxford Cycling to our monthly meeting in September, and just recently two representatives from the Royal Borough of Windsor and Maidenhead spoke to us at our October social about transport policy in their area of the Thames Valley. Both meetings were styled as Open Forums – whilst Robin had slides, Tim Golabek from RBWM used no visual aids.

These meetings were intended to 'mix things up a bit' and get some different speakers in with a new perspective on mobility in our patch. These sessions delivered excellent and thought-provoking content.

Both these meetings, held in our new home at Knowl Hill, and on Tuesday evenings, revealed a disappointing turnout. We had 10 Full members, 2 Associates and 4 guests in September, and numbers were similar in October. We did have some great dialogue with our speakers, and some interesting questions and comments arose from the information shared amongst us. But as we put together a programme for 2023, the Committee are mindful that our meetings must be sustainable. With a TVGAM membership exceeding 200 folks, it would be good to attract even 20% of the membership for the effort that goes into arranging our evenings, for the Associate passes who are awarded their certificates at our meetings, and making sure we get value from the monthly cost of the Hall.

With that in mind, Knowl Hill Village Hall is booked on the following dates for 2023:

Tuesdays:

24 Jan

28 Feb

28 Mar

25 Apr

23 May

27 June

25 July

26 Sept

24 Oct

28 Nov

All member meetings start at 8pm. Advance publicity of the event is available in this Newsletter, on our website at www.tvgam.org.uk, and via the text marketer notification that Alex arranges to send a couple of days before the event as a reminder.

If anyone has suggestions about speakers, or topics they would like to hear about or present, please come forward and drop your fellow Committee members a line. We are all ears!

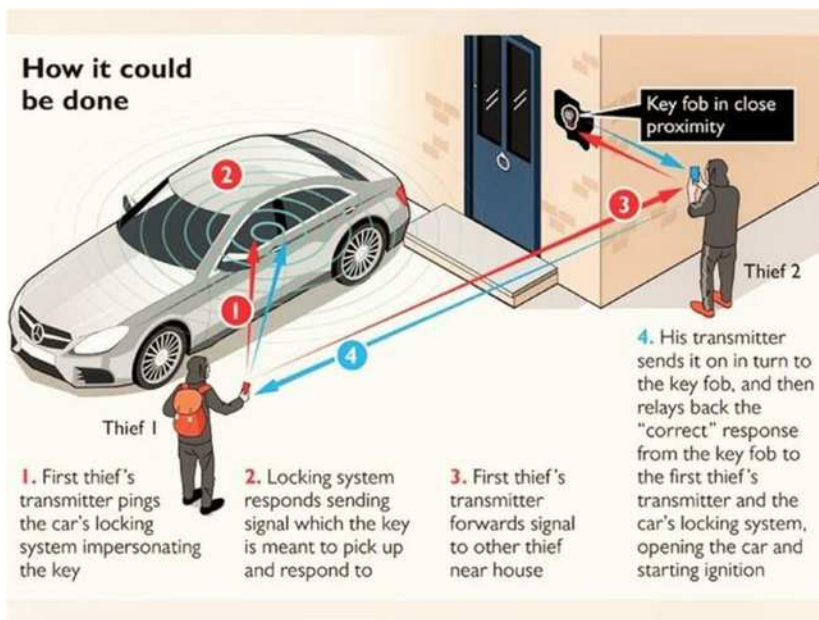
And of course, if you have any feedback of a more general nature, we are

listening to that as well. We can't help the dark evenings, we couldn't help the change in day from Thursday to Tuesday, but Knowl Hill Hall is a decent venue, the caretaker is lovely, and the access straight off the A4 couldn't be better...

Meanwhile, our final TVGAM member's meeting is set for Tuesday 6th of December when we have **Katrina Lowe**, our Area Service Delivery Manager known to some of you already, **Simon Boyd**, Strategic consultant for the IAM, coming to see us with **Matt Barber**, the Police and Crime Commissioner who we welcomed to our meeting in September 2021. Please put the date in your diaries as it would be nice to have a good number of you there.

Protect what's yours

Thames Valley Police regarding keyless car thefts.



Cars with keyless entry unlock automatically when the key comes within a short distance of the car. This can be from inside a pocket or bag. If you have to push a button on your car key to open your car, you don't have keyless entry.

Keyless car theft or 'relay theft' is when a device is used to fool the car into thinking the key is close by. This unlocks the car and starts the ignition.

Thieves only need to be within a few metres of your car key to capture the signal, even if it's inside your home. This means that even if your car and home are secure, thieves can still unlock, start and steal your car.

Thieves will typically work in pairs to commit relay theft, with one holding a relay amplifier, and the other a relay transmitter. They will usually target a house with a desirable car on the driveway, and their equipment will help them determine if the car is one with keyless entry.

How to protect your keyless entry car

- **When at home keep your car key (and the spare) well away from the car.**
- **Put the keys in a screened or signal-blocking pouch, such as a Faraday Bag.**
- **Reprogramme your keys if you buy a second-hand car.**
- **Turn off wireless signals on your fob when it's not being used.**
- **Use a steering lock/wheel clamp**
- **Install a lockable post on your driveway**

Membership Matters

Alex Beeston - Membership Secretary



New Members

A warm welcome to 2 new Members who have recently joined the TVGAM group.

Associate Members:

Robyn Harvey **Ahmed Masood**
from Bracknell from Sunningdale

We wish you every success with your Advanced Driving Courses.

The total of New Members joining TVGAM in 2022 is: 25

Test Passes

Many congratulations to the following associates who have recently passed their Advanced Driving Tests and to their respective observers.

Associate	Observer
Andrew West (F1RST)	David Hunt
Darren Cubbage (F1RST)	Des McDermott
Paul Gapp	Karen Allen
Peter Wills	Derek Wilson
Himanshu Sahni	Nicki Kitching
Ross Lewis	Tim Hill

The total number of Test Passes in 2022 is: 20

TVGAM Annual Membership fees:

Associates - 1st year is **included** in your course fee.

2nd and subsequent years is **£36.50*** payable to TVGAM depending on Committee approval to continue your course.

Full and Fellows - **£12** for all members receiving newsletters and bulletins via email.

£22 only for members who depend on newsletters and bulletins by mail.

Payment methods

**Bank transfers: Lloyds Bank, Maidenhead Sort Code 30-95-36
Account No. 07015567**

Reference: Please enter your **Group Member ID** (e.g. nn/nnn)

Cheques: Payee: **Thames Valley Group of Advanced Motorists** (full Group title please). Please post to my home address on your email reminder.

IAM Membership

Please make sure you keep your IAM Membership up to date. If you have a Direct Debit in place your renewal will happen automatically. If you don't then you can create one online at <https://www.iamroadsmart.com/my-dashboard/my-membership/direct-debit>.

If you pay by card or bank transfer (BACS), please make sure you do this when your new IAM Membership Card arrives in the post. Payment can be made online at <https://www.iamroadsmart.com/renewals> or by phone on 0300 303 1134.

Remember, your membership card is only valid once payment has been received.

Membership Records

Please help keep the Group records in order by sending any changes of address, email address or contact telephone numbers to:

membership@tvqam.org.uk

EV 12 volt batteries

John Willis

As Winter approaches and we get warnings of a White Christmas the driving and car websites seem to sprout driving tips by the hundred.

The most unusual ones are quite useful though and this one comes from my brother who drives a Hyundai Kona EV. He reminded me that the traction batteries in an EV can lose charge at around 5% a day sitting on the drive if it is cold and then surprised me when he said that EVs use 12-volt batteries to boot up. His failed, when he left a door open, so he now carries a Li-Ion power pack which can get his car booted. The small Li-Ion packs also easily start ICE cars and weigh around 500 grammes.



He also passed on a problem he had which meant calling out the Hyundai repair team. His car would not boot after a service and software update so he guessed incorrectly that the battery had problems. The technician suggested removing the battery for 30 seconds then reconnecting it – and it worked. This “hard-reset” has worked on several manufacturers’ cars including MG, Hyundai and Nissan.

Chief's observations

Des McDermott



'The Times they Are a Changin'

Bob Dylan's classic folk single 'The Times they Are a Changin' from the album of the same name is often cited as a key moment in popular music and culture that captured the multiple social and cultural changes that we experienced in the post war period and 1960s. A historian writing about the period simply said it was like 'the world had suddenly sped up'. Many of the old certainties were challenged and new possibilities put forward by emerging social movements.

Like many of the great thinkers who came before them, many thinkers from this period saw change as progress. A teacher in my school had a rule that everything in his classes was up for discussion and debate apart from the reality that we lived in a world that was subject to constant changes. He would cite some of the great thinkers to make his case. Thinkers such as Confucius 'Our greatest glory is not in never falling, but in rising every time we fall.' or Shakespeare 'We know what we are but know not what we may be.'

Advanced driving is fundamentally about change and reflecting on our driving and developing new knowledge and skills to risk manage and plan our journeys so that we can become safer road users. Everyone who has ever undergone advanced driver training has had to make multiple changes to their thinking and behaviour as a part of the process. There are of course many people who do not believe that they would benefit from advanced driver training and many more who may be worried about what the process would reveal about their driving.

Suffice it to say, change is not just restricted to what we do as individuals but also the world around us. Just reflect for a moment on the multiple changes to the Highway Code, modern car technology, propulsion systems and the structure of our roads. We now have smart motorways as well as traditional motorways to navigate. We have a range of technology and apps to navigate how we get from A to B. Many of these apps are free, but as someone once said, 'if you are not paying for the app, then you probably are the app'. We will witness many more changes in our lifetime and the important point is to not be intimidated by change but understand why it is happening in the first place.

Safe driving

Des McDermott

Chief Observer

More stories and pictures

[A request from the editor](#)

With Christmas and New Year firmly on the horizon the group has a very special December meeting coming up. The guest list which includes our local Police and Crime commissioner as well as senior officials from Roadsmart guarantees an interesting evening with awards and flowing conversation.

Selfishly I see it as a source of articles for the next newsletter and that's often the view of a newby journo!

To keep the variety of writing styles, views and stories please could I therefore ask all of the group to pass on ideas, photos and articles for future issues?

Between us we have immense experience of driving, travelling and learning which often only gets passed on if we chat at a meeting. In the last months I have been pleased to meet a wizard of the TV world, a former airline pilot, a talented policeman, a wine expert, the first driving instructors for more years than is reasonable—the list goes on.

If any or all of them put pen to paper the newsletter will be interesting reading in the New Year. Please send to: editor@tvgam.org.uk

The Roads To Nuffield Place

A Journey Down Automobile Memory Lane

Martin Taylor

Was it the MX5, top down, handling its two litres with quiet, newly serviced efficiency? Or was it the sunshine? Or perhaps the combination that turned our Sunday spin into such a delight?

Our plan was to visit Nuffield Place, a National Trust property not too far from Henley on Thames. Not the NT's grandest stately home nor largest of estates. Nonetheless, it has a unique history that is intertwined with the development of the automobile industry in Great Britain. It was purchased by Lord, eventually Viscount, Nuffield as his home. During his stay there, he became one of the richest men in the world and probably the world's greatest philanthropist. Having no children, he and his wife gave away almost all their vast fortune. Yet their home is hardly pretentious. Even in 2022, it was still not connected to the main sewer system!

Nuffield's commitment to and capability in engineering is shown by the number of clocks in the building (he repaired clocks as a hobby). He even had his own mini-workshop in his bedroom cupboard.

Nuffield was born William Richard Morris on 10 October 1877. His parents lived in a small terraced house in Worcester for his first three years before moving to enable his father to become bailiff at his wife's family farm at Headington, Oxford. Asthma eventually forced his father to retire from farming. William had a penny-farthing bicycle at the age of 14. At the age of 15, he left the local school and was apprenticed to a bicycle maker in central Oxford. He learnt quickly, assimilating everything. After nine months, judging he had learnt all that he could, he asked for a one shilling pay rise.

It was refused, so he resigned and set up his own cycle repair business in a shed at the rear of his parents' house in 1893



In 1894 Morris became a successful competitive cyclist, on a self-built frame. It was styled on the 'safety' design invented by Raleigh but with his own innovations. His business was a success and he moved into motorcycle repair, automobile repair and motor racing.

Repairing so many different makes of vehicle meant Morris understood the reliability of a range of different components. That enabled him to assemble his own vehicles from the best components. He gained a life-long passion for reliability linked to low price. He produced his first motorcycle in 1902 and sold 400 of his own-design car in 1912 despite not having a prototype for display. The Morris Oxford was well received, though the war years put a glitch into its progress.

Riding the wave of automobile popularity, Morris successfully bought out his suppliers during the 1920s, copying ideas from the USA in modernising factory production. By the late 1920s, Morris supplied a third of all cars made in Britain. In 1927 Morris was able to buy the assets of Wolsey Motors which had had to close. He used a Wolsey engine to launch the Morris Minor in 1928. The following year the MG (for Morris Garages) Midget was launched. The Wolsey 8 was produced as a derivative of the Morris 8 and from 1939 Morris and his wife each owned and drove one.



He merged the business with Austin in 1952 creating the British Motor Company (BMC). He officially retired from the business in 1954, but continued to interest himself in its affairs until his death in 1963.



Morris's lasting achievements were in philanthropy. He piloted the creation of a network of provident societies which eventually became the British United Provident Association (BUPA). In 1936 he donated £2m to enable a medical school to be established in Oxford. In 1937 he gave land and almost £1m to found a new Oxford college – it's first co-educational college.

In 1938 he offered an 'iron lung', manufactured at his Cowley plant to any hospital in the British empire that wanted one; 1,700 were delivered. He set up the Nuffield Trust in 1939 with a gift of 1m shares in Morris Motors. In 1943 he provided £10m to set up the Nuffield Foundation.

The National Trust property captures the state of the building as it was during the last couple of years of Morris's life. Furniture from the '40s through to the 60's. All in all, a pleasant drive to a great place . A good day out.

The Red Flag for Motor Cars in 19th Century

Celebrations of the end of the Locomotive acts

Derek Maynard

When the first motor car first came out looking like a miniature stage coach without the horse, the machines and their noisy motors no doubt scared animals and people alike. The earliest incarnations included the very heavy steam driven vehicles which were capable of destroying the lanes and roads. In 1865 a new law was passed, 'The Locomotive Act', mandating a maximum speed of 4mph out of town and 2mph in town, as well as a red flag waving man walking 60 yards in front. The idea was to both protect the surface and to warn others of a noisy arrival.

With a change of government, a new Highways act was passed on the 14th November 1896 which raised the speed limit to 14mph. Finding a man able to run that quickly was not likely, so the red flag and warning-man were dropped.

Harry Lawson organised a special run from London to Brighton to celebrate "Emancipation Day" and no doubt several flag men travelled as passengers for the trip

Derek's grandson shows us how the flag needed to be waved and how to relax in a vintage car on the day before the run.



It has been suggested that some cars could not complete the full journey using their own power, and did part of journey on a goods train stopping at Preston Road one station before Brighton. The cars may then have been sprayed with mud to emulate the look of having travelled further, possibly suggesting that motorsport cheating is nothing new!

Nowadays, on the first Sunday in November the run starts at 8 o'clock from Hyde Park, with entrants being released in waves so that the crowds can appreciate their vehicles on the A and B roads leading to Brighton. All cars must have been manufactured before 1905 and actually arrive to receive a medal. The number of entrants is also limited because of the large crowds which gather in Brighton which gather to see the vintage cars complete their journey.

Next meeting

Tuesday December 6th - Last Group Meeting of 2022

Area Service Delivery Manager, **Katrina Lowe**,
together with **Simon Boyd** IAM Roadsmart Programme Director
and Thames Valley Police and Crime Commissioner, **Matthew Barber**.

KNOWL HILL - Village Hall RG10 9XB at 8.00 p.m.

Venue Map

