

SOUTHAMPTON ADVANCED MOTORISTS

www.iam-southampton.org

Registered Charity No. 1053191



GROUP NEWS

Summer Edition 2017

iam
RoadSmart

Welcome to Group News

from your Chair – Terry Maultsaid



THE THOUGHTS OF CHAIRMAN MAU

Recent chats with friends have divulged some interesting views based on topical news items concerning driving in the UK and here is a flavour for your consideration.

Apparently there is a case of a speeding driver who has amassed over 60 points on his licence and is still allowed to drive. It seems he is only one of many who are still legally allowed on our roads despite an excessive number of points. I suppose the question is: - what's the point of points?

Another conversation revolved around so called "smart motorways". What, asked a friend, is smart about opening another lane in periods of especially heavy traffic if it means closing the emergency use "hard shoulder"? I don't wish to be too political but does this not smack of under-investment in our roads system over many decades?

Seatbelts were invented in 1849 by Volvo. Front seatbelts became compulsory in the UK in 1983 and rear seatbelts followed in 1991. Would it surprise you to learn that still more than two million drivers and passengers don't wear a seatbelt?

"Which?" has just published an article about car hire and excess waivers. It contrasts the costs of "super collision damage waivers" offered by the major hire car companies when you arrive to collect your vehicle and "excess reimbursement insurance" bought in the UK before you set off. It makes for interesting reading and the differences are significant. Whilst not meaning to sound like an advertisement for "Which?" I have been a subscriber for many years and have always found it a useful research tool for many commodities.

You will read next about two social events planned. The first will be on the evening of July 10th when we will be educated on the use of portable defibrillators and CPR and then on September 11th the subject of modern automatic gearboxes will be discussed. It would be great to see you there.

Terry

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SPEAKER

PETER GIBBS

Defibrillators

Peter will talk about, and give a demonstration on, how to use a defibrillator. As defibrillators are becoming more available it would seem sensible to know how to use one in case of need. He will also include a “hands-on” experience of CPR (Cardiopulmonary Resuscitation). This will be an interesting and informative evening and we very much hope you will be able to join us

on

MONDAY 10th JULY 2017

commencing at

7.00 PM

Otterbourne Village Hall
Cranbourne Drive
Otterbourne SO21 2ET

R.S.V.P:

Email: sotonadvancedmotorists.member@gmail.com

SHAUN CRONIN'S TALK AT OTTERBOURNE VILLAGE HALL

Monday 13th March 2017

We were delighted to see so many Southampton members present at Shaun's talk. Shaun is IAM RoadSmart's "Area Services Delivery Team Manager (Southern)" which means he is the Manager for our region, Region 1 – South West. In total there are 202 IAM RoadSmart groups between them operating 5,000 observers throughout the UK and these are split into 8 Regions.

As we know there were many changes within the IAM in 2016/17. They moved premises from London to Welwyn Garden City; they rebranded to IAM RoadSmart; the regions were restructured in order to create better help and communication between groups; a new and better website was launched, a new Group Handbook has been created etc. Shaun talked about his role and outlined some interesting changes envisaged for RoadSmart in the future. However, the IAM "vision" has been the same for 60yrs and continues to be the same:

"TO BE THE BEST AND MOST RECOGNIZED PROVIDER OF TRAINING ADVICE
FOR ALL POST LICENCE DRIVERS AND RIDERS"

As at January 2017 there were:

- 92,600 Members
- 6,800 Associates
- 3,000 Assessments
- 20,000 Business customers
- 2,500 Drink drivers retrained

There are 34 million licensed drivers in the UK but only 460,000 have become Advanced Drivers in 60 years. There are 870,000 riders but only 53,000 have become Advanced Riders in 40 years.

Shaun emphasized that IAM RoadSmart needs to look ahead especially in view of the technical changes occurring in cars and bikes. It needs to adapt and offer different services especially to the younger generation and he mentioned the new Under 17 IAM event held in Scotland in May 2016.

Surprisingly about 56% of people who bought Skill for Life never went to test and so it has been recognized that something else needs to be on offer. Some people want to improve their driving skills without having to take a test and may appreciate help with a specific area so new modular products are being considered. Categories currently under discussion are: Driving on motorways: Driving on rural roads: Driving on urban roads: Vehicle management: Overtaking: Parking and manoeuvring.

The "Advanced Driver Course" (ADC) (formerly Skill for Life) and "The Masters" are probably well-known to all of us. However, Shaun described a potential major change in the Membership structure with the introduction of a new grade of membership, namely "Fellow Membership". This will be offered to anyone who has just passed their test and to existing members who retake the test. However, to remain a Fellow it will be necessary to retake the test every 3 years. If a Fellow does not retake the test or if existing members do not want to take a retest then they will

remain as Members. Although details are still being established Shaun indicated that Fellows could expect even better rates on their insurance.

For further details and to register your interest in the Fellowship visit www.iamroadsmart.com/fellow.

Another idea currently under consideration is “Member Sign Off” whereby an Associate could become a member without taking the test but would of course have to demonstrate an acceptable and consistent standard of driving during training. This is in its infancy and perhaps is a little controversial but it goes to show that there is a lot happening behind the scenes. Further details will, I am sure, be available on the website or in the RoadSmart magazine at little later.

Shaun concluded by saying:

“Our objective is to achieve membership and other customers totaling 150,000”

* * * * *

ROAD SIGN IN ROMSEY

This sign was positioned recently on the Romsey to Stockbridge Road near the Dukes Head Pub. According to Google Translate it is Polish and translates as: “Prohibition of the right to articulated vehicles”.



HOW'S THIS FOR A SHELTER?

Probably an old bus shelter.
Recently seen in a small village in Devon.



SPEAKER

CHRIS STONE

Automatics

Chris will talk on driving to system using the Auto box and how to adapt the system to make use of the Auto. He will explain the different features of the various different types of gear box, when and when not to use manual over-ride and perhaps dispel a few myths. He will also explain what the Examiners are looking for on Advanced tests from the auto driver.

Chris served with Hampshire Constabulary for 25 years. He qualified as a fast response driver around 1993 and worked in Southampton city as such for about 7 years. He then transferred to Traffic and was initially posted to Basingstoke and passed the Police Advanced in 2000. He went on to become a Senior Investigator for Fatal Road Crashes. He moved back to South West traffic and was selected to become a member of the new ANPR (Automatic Number Plate Recognition) intercept team. He was involved in training new officers joining Traffic and specialised in Drug/Drink driver enforcement and training. He is now an IAM Examiner and is busy with IAM Advanced tests, young driver assessments, mature driver assessments and members' re-assessments in and around Southampton, Portsmouth, Salisbury and Bournemouth and sometimes Basingstoke.

Please come and join us on:

MONDAY 11th SEPTEMBER 2017

commencing at

7.00 PM

Otterbourne Village Hall

Cranbourne Drive

Otterbourne SO21 2ET

R.S.V.P:

Email: sotonadvancedmotorists.member@gmail.com

NEW ASSOCIATES

We are delighted to welcome the following new Associates to our group:

**NEWTON ASTBURY: MIKE BRAMPTON: ANDREW CLIFFE: CHARLIE EVANS:
ROBERT HARRIS: SPENCER JACKSON: STEVE LAIGHT: EILIDH MILLAR:
DEREK ROBERTSON: KIERAN SLADE: BRENT STRICKLAND: BRIAN TRUMAN
and SHAUN WINDEATT**

If you have any questions or issues to raise whilst undergoing your training please contact a Committee Member or Observer who will be pleased to help you.

CONGRATULATIONS TO

**ANNA BOSWELL: BRIAN EYLEY: JOHN MURSELL: PAUL HALLAM:
JOHN NEWSOME: SIOBHAN SPOWART and ZINE BEECH**

who all passed the test recently.

If you would like to help the group further please contact one of the Committee members. At the same time we should be grateful to receive any feedback you feel able to give us.

SUNDAY Morning Drive Dates at Otterbourne Village Hall

2nd July, 6th August, 3rd September, 1st October and 5th November 2017

Procedure for Associates: Once you have started your preparation for the IAM advanced driving course it is important that you have an observed drive each month so that your progress can be monitored and your test arranged just as soon as we think you are ready.

Future Bookings – Associates: Please remember to book your following month's drive at Future Bookings. If you are uncertain as to whether you will need a drive the following month it is best to book a time and then cancel afterwards if necessary. If you have to change or cancel a drive please call 07548 262537 always remembering to book again for the following month.

The deadline for the Autumn 2017 publication will be
30th September 2017

Please send your articles/suggestions/photos to:
editor@iam-southampton.org

ROAD SAFETY CHARITY IAM ROADSMART'S MANIFESTO LEADS THE CALL TO WORK TOGETHER AND SAVE LIVES ON OUR ROADS

IAM RoadSmart, the UK's biggest independent road safety charity, has today (30th May) launched its own manifesto calling on all road safety professionals with one simple message: "Work together to reduce the numbers of people killed and seriously injured on the UK's roads."

In its manifesto, IAM RoadSmart urges legislators, car makers, social media and smartphone companies to work with road users on practical solutions to address driver distraction, especially smartphone usage and interactive dashboard information availability. IAM RoadSmart has put together its own 12 point manifesto to drive down the number of people killed and seriously injured on UK roads, which in 2015 was 1,730 and showing little reduction from the previous four years.

The charity also highlights road safety at work; as a critical health and safety issue that requires higher priority and one which should be at the core of good corporate governance for every employer. Making informed procurement choices is vital, with the manifesto urging Defra to implement cross-government procurement rules which accelerates the uptake of safe new vehicles with features such as autonomous braking. New drivers are also included as IAM RoadSmart called for further changes to post-driving test driving rules and supports a 12 month minimum learning period for new drivers.

The charity also called for a reduction in the drink-drive limit in England and Wales, matching that already in place for Scotland. On our highways, IAM RoadSmart called on local councils and central government to protect long-term funding to finally eradicate the road maintenance backlog.

Sarah Sillars, IAM RoadSmart Chief Executive Officer, said: "The UK has one of the best road safety records in Europe, but still 1,730 people a year are killed. We believe by working together with government and the road safety 'industry' we can deliver a step change in road safety and significantly reduce the fatalities and injuries which occur daily on our roads."

IAM RoadSmart's full manifesto is as follows:

- IAM RoadSmart believes partnership is the best way to get our accident figures heading downwards again. With widespread support the 'Road Safety Industry Consortium' can help reduce the number of people killed and seriously injured on our roads.
- IAM RoadSmart believes driver distraction is now a top priority safety issue. We want legislators, car makers, social media and smartphone companies to work with road users on practical solutions.
- IAM RoadSmart supports more research on the transition to driverless cars and on the education and training challenges their introduction will bring.
- IAM RoadSmart supports raising the licence renewal age to 75 with a compulsory eye test. Family doctors should be encouraged to 'prescribe' driving reviews for older drivers.

- IAM RoadSmart believes road safety at work is a critical health and safety issue that requires higher priority at the Health and Safety Executive and should be at the core of good corporate governance for every employer.
- IAM RoadSmart wants Defra to implement cross-government procurement rules which accelerates the uptake of safe new vehicles with features such as autonomous braking. Public and private sector companies should only issue contracts to firms with driver risk management policies in place.
- IAM RoadSmart will promote motorcycling as a safe mode of transport that can help solve congestion and pollution problems.
- IAM RoadSmart knows that experience is the key to a safe driving career and supports a 12 month minimum learning period for new drivers.
- IAM RoadSmart is convinced that a reduction in the drink-drive limit in England and Wales will save lives.
- IAM RoadSmart encourages all highway authorities to aim towards a minimum 'three star' risk rating on their 'A' roads.
- IAM RoadSmart wants local councils and central government to protect long-term funding that will eradicate the road maintenance backlog.
- IAM RoadSmart wants a Brexit deal that maintains the UK's exemplary road safety record and does not add additional burdens to drivers and riders visiting the EU.

FANCY A SANDWICH, DOING YOUR MAKE-UP OR READING A BOOK? IAM ROADSMART AND AUTO EXPRESS LIFT THE LID ON MOTORISTS' SHAMEFUL DRIVE-TIME HABITS

IAM RoadSmart and Auto Express magazine teamed up to investigate commuters and their bad driving habits on a busy weekday ... to find some drivers think nothing of eating, drinking or wearing headphones at the wheel – and some even decided applying make-up and reading a book was acceptable.

The surprising findings were recorded over the course of a day by Auto Express alongside Peter Rodger, head of driving advice at IAM RoadSmart, in two separate London locations.

The research, which is featured in the 1 March issue of Auto Express – the UK's biggest selling car magazine - observed no less than 66 traffic violations, including 22 instances of hand-held mobile phone use (33%), 12 cases of wearing headphones (18%) and 10 instances of eating and drinking (15%).

Last week (1 March) the penalties for using a hand-held mobile phone whilst at the wheel of a car was doubled to a £200 fine and six points on your driving licence. Those committing the offence in their first two years of earning their driving licence face an instant driving ban.

Of the 22 cases of mobile phone use witnessed, Auto Express reported: “Most appeared to be either sending a text or using an app. And although some put their phones away when traffic continued to move, others started driving while texting.”

Although not in the same league as the use of smartphones, Peter added although eating and drinking is not illegal as such, it can lead to “driving without due care and attention” which is a serious offence - and their reaction times will almost certainly be slower.

But the two cases of people applying make-up and one of a taxi driver reading a book were the most surprising spots by the pair.

Sarah Sillars, IAM RoadSmart Chief Executive Officer, said: “We really need drivers to acknowledge that the use of smartphones can cause serious accidents and is just as socially unacceptable as drink-driving. No phone call is important enough to put other people’s lives in danger.”

Steve Fowler, Auto Express Editor-in-Chief, said: “Our survey was a real eye-opener and revealed what drivers get up to behind the wheel. Mobile phone use has reached an unacceptable level and the new laws are welcomed but this highlights that motorists need to focus more on the task at hand and avoid being distracted.”

PREVENTING WANDERING EYES: TIPS FROM IAM ROADSMART

During the daily commute we are often in such a hurry we could leave our brains on the kitchen counter if! This forgetfulness can also often happen whilst we are in our cars and so we end up leaving valuables visible for thieves. This week’s tips give advice on how to prevent car theft, from IAM RoadSmart’s head of driving and riding standards Richard Gladman.

- Park in an appropriate place. This may sound a cliché as car theft can occur in even the nicest parts of the town but try to park in well-lit areas. Thieves don’t like to be observed at work. If you have a choice use a car park that is a member of the Safer Parking Scheme and displays the 'Park Mark' logo.
- Make sure your keys are close to you as they are the only way to steal a car equipped with an immobiliser. If you are out keep the keys in a pocket close to you; don’t leave them in a jacket or bag. At home, leaving your keys next to a letter box or open window is a serious opportunity for thieves. ‘Fishing’ through the letterbox for keys using a hooked length of wire has become popular.
- Keep your valuables out of sight. This may sound pretty obvious but when you are rushing you never know what you may leave on your seat or dashboard. Most car theft is opportunistic for very small items so what can’t be seen can’t be stolen. Important paperwork such as a licence can prompt other issues such as identity theft. Rub away the ring mark made by a sat-nav as that lets thieves think you may have valuables in your glove compartment.
- Don’t leave your vehicle running unattended. It’s illegal and unsafe but also an open invitation that will almost certainly invalidate your insurance claim. Remember even going to the boot with the engine running is long enough for an opportunist to strike.

- Make sure your car is locked and secure. When you leave it to pay for fuel. Being reliant on technology can often be disastrous. If your car fob decides to fail on you, it's good to know where your spare keys are to ensure your car is still usable. Some thieves use remote jammers that can read your details so watch out for anyone watching you a little too closely when you get out of the car. If in doubt move on.

Richard said: "Although we hear a lot about high tech criminal gangs targeting expensive cars, most car theft is from the easiest targets. Making a few simple checks when you park means that the thieves will walk past your car and on to the next lazy driver who didn't bother to secure their vehicle or hide their valuables."

SMILE, BREATHE AND GO SLOWLY

TIPS FROM IAM ROADSMART

Emergency vehicles are everywhere, going at unexpected speeds responding to the needs of the public. They do not expect you to put yourself or others in danger to facilitate this. This week's tips give advice on how to handle approaching emergency vehicles whilst travelling on the roads, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

If an emergency service vehicle (ambulance, police etc.) is approaching remain calm. Try to look for the most suitable place to give way. Reacting out of fear can make the situation longer and more difficult than it needs to be. Be prepared to pull over and stop if it is safe to do so, always making sure there is enough room for the vehicle to pass. Drivers of emergency vehicles have had the training to negotiate you – allow them to use the skills they have in 'blue light' situations. Remain patient. If you notice a road is closed it is being done for safety or to gather evidence. Take that into consideration and don't take out any anger or frustration. If you see an emergency vehicle stopped, slow down and give it a wide berth – there could be people rushing around.

Let's not add to the drama and place others in danger. For instance passing through a red light to give way is not the correct way to handle the situation. Do not put yourself in danger by moving through a red traffic light into moving traffic, you have no exemption and will be responsible for any accident caused. At a roundabout remember the traffic behind you may not be aware of an approaching emergency vehicle so avoid an emergency stop. This may not seem like rocket science but never try to overtake a moving vehicle unless you have been instructed to do so by a member of the emergency services. Signal your intent; often a nearside indicator and a slight slowing down is the only invitation the other driver requires. They can then make a positive decision to pass you. Richard said: "Refer back to the Highway Code rule 219 which refers to emergency services, doctors and highways vehicles: 'Do not panic, consider the route of such a vehicle and take appropriate action to let it pass whilst complying with all traffic signs. Do not endanger yourself or other road users.'

Stay safe and help where you can but the last thing the emergency services driver wants is you having a collision as they will have to stop and not get to their emergency."

ARE BRAKES FOR SAFETY OR PERFORMANCE?

As you can see from the badges in the picture, this is a wheel on a Ferrari – I spotted it at the Awbridge village fete last month.

Being a relatively recent model, its wheels are typically large (tall in height, as well as wide) with a thin covering of rubber (OK, a slight exaggeration perhaps!) to provide the all-important grip. The alloy wheel has 5 slender alloy spokes which, similar to a number of performance car wheels these days, allows full view of the brake disc and (bright yellow) caliper inside the wheel. The thing that struck me was the size of that brake disc; without a tape measure to hand, I guess that's about 14 inches in diameter.



Of course this Ferrari is a high performance car capable of very high speeds, and so needs powerful brakes for the driver to control those speeds. But, realistically, as a road car, do those brakes ever get fully used? I suspect very, very rarely, and then only if being pushed quite hard on a race track.

In the 1950s, Jaguar fitted disc brakes (developed for aircraft) to their racing C-Types for the first time on any cars. Disc brakes provide greatly improved resistance to fade that occurs when brakes get very hot from repeated hard use. Being generally lighter and more compact than drum brakes, as well as more reliable, they gave Jaguar a useful advantage in the endurance races, like Le Mans, of the '50s.

When I took my MG to the IAM Skills Day at Thruxton a couple of years ago, I was reminded by the instructor just how important maximum speed is between the bends so that hard braking is essential before every significant bend to make sure you stay on the tarmac. But this track driving technique (i.e. racing) is clearly not for the public road!

Our priorities on the road are different: **“always be able to stop in the distance you can see to be clear”**. If driving at sensible speeds, slowing down for a bend or any other hazard can often be achieved by reducing the pressure on the throttle pedal. Changing down a gear will provide more deceleration as well as more acceleration out of the bend. A bit more slowing down (and an indication of slowing to following drivers) would come from a light dab on the brakes. This principle applies to all powered road vehicles, not just high performance models; but in high performance vehicles there are large reserves in power – engine power for acceleration or braking for deceleration. Adding ABS adds to the overall complexity and cost of any vehicle – also (I suspect) rarely used in reality. Have your anti-lock brakes ever worked “in anger”? While my old MG doesn't have ABS, I have driven many modern cars that do, and I don't recall any occasion when the ABS has functioned in an emergency.

To answer the title question – brakes are for performance and safety! When used hard, they allow higher speeds to be used for racing; for normal, sensible road use, they are a convenient means of slowing down. But we all make mistakes sometimes, so it's good to know they are there for the emergencies!

Mike Sleath

SAT-NAVS, TEXTING AND OVER-CHATTY PASSENGERS THE DEADLIEST DISTRACTIONS AT THE WHEEL ACCORDING TO AUTO EXPRESS AND IAM ROADSMART

Road safety charity IAM RoadSmart and Auto Express, the UK's biggest-selling car magazine, teamed up to find out which are the deadliest behind-the-wheel distractions, with programming a sat-nav found to be the worst. Auto Express consumer editor Joe Finnerty was put to the test alongside British Formula 3 hopeful Jamie Chadwick in a professional racing simulator at Base Performance Simulators in Banbury. They were both assessed to see how they coped with the most common distracting tasks on UK roads, while completing timed laps and braking at a specific point. On hand was IAM RoadSmart's head of technical policy, Tim Shallcross, to monitor the findings. The results proved shocking, with a massive difference in performance between distractions. Entering a postcode into a sat-nav app proved to be the worst, followed by sending a text message. Other tasks carried out included eating, drinking, making a phone call and talking to a passenger. Tim Shallcross said: "There was still a significant speed reduction for Joe when using a sat-nav, and even the ultra-focused Jamie completely missed the stop line. The moral? Those warning screens about not entering details on the move are there for a reason – don't ignore them." On texting Tim said: "Joe would have been a menace to other road users; the car was more or less out of control. Jamie's caution reduced the distraction in critical zones, but a sudden incident would have left her unable to take avoiding action."

The least distracting task for lap time was talking to a passenger, but it still ranked very poorly for the braking test. Tim said: "It was the least distracting of all in terms of lap times, but interestingly, both drivers failed to brake accurately at the target line. Their ability to drive normally confirms the difference between the extra distraction of a phone conversation and the natural act of talking to a passenger, but still shows that any distraction reduces attention, and in an emergency, it might be critical." Steve Fowler, Auto Express editor-in-chief, said: "These results highlight just how important it is that drivers give their full attention to the road ahead. We've seen the staggering numbers of people who are still using phones at the wheel and these tests show how dangerous they can be – whether it's texting, calling or programming the sat-nav. More work needs to be done to target those who still think it's acceptable to use a phone while driving." The current issue of Auto Express is on sale now or visit www.autoexpress.co.uk.

DATES FOR YOUR DIARY

OLDER DRIVERS' FORUM

2nd – 6th October 2017

See: www.olderdriversforum.com

A.G.M

Monday 13th November 2017

at

Otterbourne Village Hall

Further details will be announced in the Autumn edition of Group News

YOUR QUESTIONS ANSWERED

Q. If I am stopped at an intersection, especially a large diameter roundabout, and need to turn left or right, the IAM rules say I am not allowed to change gear until I am driving in a straight line. A left turn is not too bad, but in the van I drive, using this technique is frightening in a right turn. A large roundabout keeps me turning a long time, but first gear is a very low speed gear which keeps me on the roundabout far longer, and means I am more exposed to the traffic and the inherent danger. And I'm sure other drivers are probably wondering what that old bloke is doing. I have asked several observers about this and I have had three different answers:

- a) "This is the technique, you just have to do it"
- b) "Try starting in second gear"
- c) "As long as you are not actually turning the wheel, you can change gear"

Which rather made me think that even the observers don't understand the reasons behind this technique.

Response:

Ideally, you should not be changing direction and changing gear at the same time. In many cases, it is possible to pull away in first gear and almost immediately change to second gear once the vehicle is moving (short shift), or use acceleration sense to pull away less briskly and hold first gear throughout an immediate turn in the road. Both take practice and a good knowledge of your vehicle's performance.

However, there are circumstances under which neither of the above is achievable. In these circumstances, you must reach a point during the acceleration phase of the System of Car Control where you are able to hold the steering wheel in a fixed position, change gear and then continue to negotiate the hazard.

On a bend, this will be the point at which you have the correct lock for the entire turn. On entry to a roundabout, in a vehicle with a very short first gear, this will take practice as there is no fixed rule.

Reference Literature

a) Advanced Driver Course (ADC)

P41 Gear Para 4

"....If a gear change is needed it should be done whilst the vehicle direction is fixed...."

We should be pleased to answer your questions. Please send them to
editor@iam-southampton.org

IAM RoadSmart Southampton Advanced Motorists

Memory Joggers

COCKPIT Check Every Journey

Handbrake	Check Firmly Applied
Gear	Gearbox in Neutral – Automatic in Park
Brake Pedal	Check Pressure is Good & Maintained (4 secs)
Seating	Check Driver Seating Position
Passenger	Ensure Passenger Seating is Safe
Seat belts	Seat Belts are On & Functioning
Doors	Check Doors Closed
Cabin	Cabin has No Loose Items
Controls	Familiar with Position & Set Appropriately
Glass	Mirror Adjustment – Windows Clear & Clean
Clutch	Depress Clutch Ensuring Free Movement ^{*1}
Warning Lights	Ignition on All Appropriate Lights On & Off
Start Engine	Appropriate Warning Lights Go Off
Brake Servo	Brake Pedal Pressure Is Firm
Steering	Servo is Functioning
Switches	Switches are On

^{*1} Except vehicles with automatic transmission

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DATA PROTECTION ACT

Members are reminded that Group records are held on a computer.
Should anyone object to this please contact the Membership Secretary



Southampton Advanced Motorists
Affiliated to IAM RoadSmart