

# e-NEWSLETTER



**IAM**  
DRIVING ROAD SAFETY



DECADE OF ACTION FOR  
ROAD SAFETY 2011-2020

**TAUNTON GROUP OF  
ADVANCED MOTORISTS**  
[www.tgam.org.uk](http://www.tgam.org.uk)



**Number 131**

**Summer 2014**



**TAUNTON GROUP OF ADVANCED MOTORISTS**

# **e-NEWSLETTER**

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**Editor: David Walton**

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#### **DATA PROTECTION ACT**

Members' details, i.e. names, addresses and telephone numbers, are kept on computer for convenience. This information will only be used to further the aims and objectives of the IAM and is only available to Committee Members BUT can be inspected at any suitable time provided just cause can be proven.

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# FROM THE CHAIRMAN



Well Easter is now behind us and I'm reminded by our President, Brian Howe, that with Christmas approaching(!), we have now booked our usual splendid venue at Oake Manor Golf Club.

Easter was very busy for my family as we had a house full of guests – so what a time for our Saniflo macerator in our guest en-suite to break down... I just thought I'd share that with you. As I type, I'm waiting for the engineer to come from Weston to sort it out.

With Spring in the air, all focus is on the garden to try to get control back from overgrowth and weeds that seem to have taken over. I anticipate that you will have been doing the same.

IAM work has kept our Committee and Observers busy. Through teamwork, our Observers have been getting some impressive results from Associates who have taken their Advanced Driving Test. For those who are still working towards the test, you have an invaluable



**By Andrew Griffiths  
Chairman**





opportunity to meet your Examiner, Andy Ware, who is coming to talk to us at our social evening on 21<sup>st</sup> May; the title of his talk is “How not to pass”... in other words, things not to do during your advanced driving test. Remember, it is your Observer’s job to ensure you are ready for the test and the final tick in the box is to have an observed drive with me so that you can experience what test conditions will be like. I wouldn’t recommend you for test until I felt you are at the high standard required and are capable of passing the test; where there may be areas of doubt, your Observer or I will work on these with you so you can be confident you will be approaching test day with confidence and readiness.

We were very fortunate to welcome Mark Trimmer to our April social evening; Mark is the Operations Manager for the Southern region (Kent to Cornwall!). He explained what changes were happening within the IAM and for anyone wanting to see a copy of his presentation, we can provide you with it electronically. One of the changes Mark talked about was the introduction of a new product - “IAM Driving Modules.” I mentioned them in the previous newsletter. While the modules are

aimed at any driver, they provide valuable information to IAM members. I am planning to present one of the modules (free of course!) at one of our forthcoming meetings and will provide more details nearer the time.

We have a couple of events approaching in the summer. The summer BBQ was a great success last year and plans are in-hand to organise this year’s which takes place on 16<sup>th</sup> July. We hope to have more classic cars on show and there will be more details available in due course.

Another event we will be taking part in is the Steam Fayre and Vintage Vehicle Rally which takes place on 2<sup>nd</sup> and 3<sup>rd</sup> August in Norton Fitzwarren. TGAM will have a pitch alongside trade stands so please make sure if you attend this event that you pop in to say “hello”. We will be handing out free drive vouchers so why not direct your family and friends to the TGAM gazebo?

There are a few dates towards the end of the year we are working on to fill. If anyone has a suggestion for what they think would appeal to our group, please contact Ella [events@tgam.org.uk](mailto:events@tgam.org.uk) and she will explore what can be done.





# Masters

One or two members have expressed an interest in taking the Masters course. This is the highest civilian driving qualification in the UK. Based on Roadcraft, the Police Drivers Handbook, it promotes;

- Applying cornering principles
- Assessing, planning and executing safe overtaking manoeuvres
- Recognising opportunities to make safe progress (within the speed limits)
- Improving observation, anticipation and awareness consistent with vehicle speed
- Applying sound judgement of speed and distance
- Delivering a fluent, relevant and continuous commentary

The pace of learning is geared to the individual and you can have as many one-to-

one sessions as is required. The sessions are more intense than the Skill for Life but nevertheless are enjoyable and great fun – and include a stop for coffee! When deemed to be ready for test, the Examiner will invite you for test around the Bath and Keynsham area where he has appropriate routes to challenge your newly learned skills. The Examiner is Andy Poulton, Staff Examiner for the South West.

If you are interested in signing up to the Masters course or would like to hear more about it please contact me [chair@tgam.org.uk](mailto:chair@tgam.org.uk) You can find more information about Masters on the IAM website.

I hope to see you at the BBQ. In the meantime, drive with the six S's; Safe, Smooth, Systematic, Space (around your vehicle), Speed (within the law), Sparkle (enjoy and make progress!).

Andrew

Chairman and Chief Observer, TGAM-IAM



# THE COMMITTEE



Committee meetings (for Committee Members ONLY) are held bimonthly at 7:30pm on the 2<sup>nd</sup> Thursday of the month at Hatch Beauchamp Village Hall. If, as a Group Member, you need to raise any issue at Committee level, then please feel free to contact any Committee Member to put your views to the next Committee Meeting.

Chairman	Andrew Griffiths, Steppes House, Charlynch, Bridgwater TA5 2PG, 01278671659 <a href="mailto:chair@tgam.org.uk">chair@tgam.org.uk</a>
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# GROUP OBSERVERS



## TGAM Observers

Chief Observer and Masters Mentor	Andrew Griffiths
Group Observer and Trainee National Observer	John Gilbert
Group Training Officer	Alan Thomson
Group Observer	Tony Hucker
Group Observer	Isobel Jennings
Group Observer	Janet Loader
Group Observer	Hugh Todd
Group Observer	David Walton
Group Observer	Allan Wellwood
Group Observer	Russ Williams

Group Observers must be fully paid up Taunton Group Members AND National IAM members at ALL times to carry out your vital Observer roles: There are NO exceptions.

Always check that your Associate has an up to date membership card before departing on any observed drives. Please try to make and maintain contact with your new Associates and listen to any concerns or fears they may have. When Associates pass their Advanced Driving Test, PLEASE inform the Associate Coordinator as soon as possible as we have a duty to keep accurate and up to date records. All new Associate Members are normally teamed up with a conveniently placed Observer. If you have any problems please contact our Associate Coordinator, Tony Hucker.

The following IAM & TGAM members are Driving Standards Agency/Approved Driving Instructors:

Nigel Steady 01278 722944

Nick Tapp 07900 900678

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM & TGAM Full Member Driving Instructors wish to be on the above list, contact the Group Secretary or the Newsletter Editor. (NB: You MUST remain *full* IAM & TGAM members at all times.)





# PRESIDENT'S PONDERINGS



## Facebook

As far as I can tell so far, only 4 TGAM members have looked at our Facebook page and clicked "Like". I know Facebook isn't for everyone, but if you ignore all the banal, boring chit-chat and gossip, it can be a useful tool and advertising platform.

On 31<sup>st</sup> March 2014, IAM's Tim Shallcross talked to BBC Radio Wales about a call from the Guide Dogs for the Blind Association, to ban pavement parking. Tim posted the item on the IAM Facebook page asking, "Do we need a ban on pavement parking?" and further asking, "Do you agree that this is what we need to stop motorists parking on pavements?" I clicked on the original BBC NEWS UK Fb (Facebook) page to find that 1091 comments had been left. After ignoring the idiotic comments, I found there was a significant split in opinions. This is where Fb becomes a very useful forum. Some comments almost screaming for an immediate outright ban and others saying it would be unenforceable. The most simplistic comment saying, "Roads for cars, pavements for people. Simple".



**By Brian Howe**  
**Group President**





I knew where my 2007 Highway Code was hiding, so I retrieved it and looked in the index for; Pavements, parking. This directed me to **Rule 244** which states: You **MUST NOT** park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs. Law GL (GP) A 15. (That is; Greater London [General Powers] Act 1974 section 15. From that I take it to mean that it is illegal to pavement-park in Greater London, but not illegal in the rest of the country, unless of course, other Local Authority legislation or bylaws say different. But, is this rule out of date? Isn't it time the law was changed to make pavement parking a **MUST NOT** for the whole of the UK? With today's busy roads, shouldn't we protect the vulnerable pavement users and the people who push prams and pushchairs? With the ever growing number of mobility scooter and electric wheelchair users, pavement parking becomes a more serious problem than it used to.

I took the accompanying photograph with my new Huawei Y300 mobile smart phone, posting



the following on my Fb page: How's this for parking? I was just able to pass with my walker. If I'd had the scooter I would have to





have passed it on the road. There was an elderly gentleman sitting in the passenger seat and the young lady driver was just round the corner, on the other side of the road, in the Grumpy Old Cod, fish and chip shop. As you can see, both nearside wheels are on the pavement, causing serious inconvenience to disabled pedestrians.

As with every subject there is always more than one way to look at it. From the motorist's point of view, if the road is narrow and you are only stopping temporarily, is it really going to make much difference if the pavement is clear? Where the problem does occur, is when the pavement carries prams and wheelchairs etc. This happened on Kingston Road where there are people regularly pushing prams and pushchairs to the Toddler Group at Wellsprings Chapel and it also happens to my easiest route, most weekdays, into town when using my scooter or walker. I certainly wouldn't want my granddaughter pushing my great grandson's pushchair into the road to pass a car parked on the pavement, when she walks up to see me and I'm sure she wouldn't be happy about me trying to manhandle a heavy mobility scooter down a 4 inch kerb into

the road and then trying to lift it back up the kerb once round the obstacle. That would be a serious inconvenience to me.

My own personal opinion, and it is my own opinion, not that of the IAM or the TGAM, is that, YES, parking on the pavement should be banned and enforced rigorously, for the safety of all pavement users.

That is what I like about Fb, it is an open forum where any subject can be discussed and disseminated. Of course, we have to be careful what is said to avoid character defamation and libel, but used sensibly it can help us understand the other person's point of view. Tim Shallcross's IAM post gained 34 comments, but I neither have the room nor the inclination to repeat them here.

FACEBOOK is a free download available for PC, laptop, iPhone, iPad and as an Android App on other smart phones and tablets. Go look for yourself, download Fb, sign in and search 'Taunton Group of Advanced Motorists' and LIKE our page.

Brian L. Howe [president@tgam.org.uk](mailto:president@tgam.org.uk)



# MEMBERS' PAGES



## By Serena Lonton Group/Membership Secretary



Many thanks to you all for renewing your membership with TGAM this year.

As at 26<sup>th</sup> April 2014, we have 102 fully paid up TGAM members, including 6 new members who have joined us since 1<sup>st</sup> October 2013.

Once again, our membership is not much different from this time last year or the year before, so we are still in a healthy position and we fully appreciate and value your support.

There are still 21 people who have not yet renewed their membership, so please do so by 31<sup>st</sup> May 2014, or your membership will be deemed to have lapsed. Many thanks.

We are now fast approaching a new membership year. October 1<sup>st</sup> seems a long way off, but it is surprising how quickly it arrives, so please make a note to renew with us. For a very modest subscription you not

only get the chance to enjoy our monthly Members' Evenings, but our absolutely brilliant e-newsletter (as long you have email that is)!

If not we do send a shorter version by post to keep you up to date.

Our Editor, David Walton, greatly appreciates input from YOU – the members, so your contributions will be warmly welcomed.

Please tell your friends and family about us – show them our newsletter and bring them along to our Members' Evenings where they will enjoy an informative and entertaining evening, along with FREE tea, coffee and biscuits – spread the word!

Many thanks for your continued support – and most of all, safe and happy motoring.





## Advanced Driving Test Passes

Congratulations to four members who have recently passed their Advanced Driving Test.

### OBSERVED BY

Mike Ellis	John Gilbert
Simon Everdell (F1rst)	Hugh Todd
Sue Hay	Russ Williams
Tom Langford	Allan Wellwood

NOTE: If you have passed the test recently but your name is not on the above list please make sure that you inform Serena Lonton, the Membership Secretary. We would like to present successful candidates with their pass certificates at one of our Members' Evenings.

## The Membership Register

This quarter we have five new group members. We hope you enjoy your association with the Taunton Group and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>LEVEL</u>
Christopher Hay	Cullompton	Associate
Samantha Moore	Taunton	Associate
Andrew Ross	Taunton	Associate
Josephine Washington	Taunton	Associate
Geoffrey Winterson	Taunton	Associate

## May Members' Evening **HOW NOT TO PASS**



### **A talk by Andy Ware, IAM examiner.**

**You probably took your test with Andy.  
Come and hear him talk about his  
experiences and his views on what to do  
and not to do on an advanced test.**

**Wednesday 21<sup>st</sup> 7:30pm  
at Hatch Beauchamp Village Hall**







**TGAM Secretary:**

**TGAM Membership Secretary:**

**Situation Vacant!**

**Situation Vacant!**

Well, both posts will be from October 2014 as I have decided to step down from the committee at the AGM this year, so if anyone out there would be interested in either post, or knows someone who would be, please get in touch with me.

I first joined Taunton Group in February 1994 and passed my ADT in September that year. I then joined the committee in October 1995.

In April 1996 I became membership secretary, a role which at that time was all non-computerised, so quite a lot of work! However, with the help of my husband Peter, I put everything onto spreadsheets and it made things so much easier. Now, I AM at Chiswick have a system we can access to update memberships, so things are getting easier all the time.

At the 2010 AGM I became Group Secretary, a role which over time has also become easier, thanks to modern technology.

Although I will miss our committee meetings and attendances at other groups' AGM's and the RLF meetings, I will still be coming along to as many members' evenings as possible. After all, who could miss a FREE night out! It will also be a great way of keeping in touch with other members, and my good friends on the committee.

Lastly, I must thank not only all the committee for being a brilliant bunch to work with, but YOU THE MEMBERSHIP! Your support over the years has kept TGAM going and focussed on what we are about – safe driving.

Please continue to support TGAM and the new secretary and membership secretary, so that the good work can continue.

Don't forget, if anyone would like to take on either post, please let me know. Many thanks to you all.

Serena Lonton, Group/Membership Secretary



# CALENDAR

## COMMITTEE MEETINGS

12<sup>th</sup> June

14<sup>th</sup> August

9<sup>th</sup> October



### MAY

7	W	All day	IAM track based skills day at Croft (N. Yorks)
21	W	7:30 pm	Member's Evening – How not to pass, a talk by Andy Ware, IAM examiner

### JUNE

18	W	7:30 pm	Member's Evening – <b>Confident Driving</b> , An IAM presentation targeting specific areas of driving development; skills, experience and emotions.
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### JULY

8	Tu	All day	IAM track based skills day at Thruxton
16	W	7:30 pm	Member's Evening – Classic Car Evening and Barbeque

### AUGUST

			No Member's Evening in August
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# Commentary Driving

By Andrew Griffiths

I often find with Associates going through the Skill for Life course and also with Associates I take out for a pre-test assessment, that they aren't always comfortable with commentary driving and find it somewhat daunting. Some lack confidence, some become self-conscious, apprehensive and tongue-tied while others frequently stop talking not knowing what to say next. It becomes a worry for them.

## Purpose

While commentary driving is part of the Advanced Driving Test (ADT), it doesn't contribute to the result. So what's the point of it I hear you ask? It provides the Examiner with a wealth of information about the candidate's perception of hazards, what hazards are the most important to them and what they are going to do about them. It tells the Examiner how far ahead and how far behind the candidate is looking as well as the space immediately around them. It demonstrates to the Examiner, the candidate's knowledge of the Highway Code. If it weren't for the commentary, an Examiner would have to gauge this information in other ways which may take more time and bear in mind he/she

has just 1½ hours to carry out the test!

I said that it doesn't contribute to the result. Well there is an exception (as usual). If the candidate has scored highly in all of the competencies (ie Grade 1's) and has ticked all of the boxes for a "F1RST", the commentary has to be of a high standard too for a F1RST to be awarded. So consequently, commentary is developed throughout the course with the assistance and guidance of Observers.

## The components

The key components of the commentary can be remembered by OAR;

Observation – what you can see

Actions – what you are going to do about it

Reasons – why you are doing it

There will be more out there than you can talk about so you will need to prioritise what you consider to be the important and immediate hazards (is it the car pulling out 50 yards in front of you or the football bouncing across the road 20 yards ahead?

"KEEP IT IN THE MOMENT". If you have passed what you are talking about, stop





talking about it... don't even bother finishing the sentence... its history!

### **How to start the commentary**

I find that Associates have difficulty in knowing how to start the commentary and say the first thing that they see (eg "there's a bike" or there's a car in front"). Good commentary starts with an introduction and can often relax the Associate into the actual content. So for example, start by describing the road, the environment, the weather; *"I am driving on a single carriageway, with one lane in each direction. The speed limit is 40 mph and my speed is 40 mph. There is traffic in front, traffic approaching and in my mirrors I can see traffic following at a safe distance so I'm happy with that. We have a dedicated cycle path on my nearside which is currently unoccupied. The road surface is good (or wet, or uneven etc.) and the weather conditions are favourable with slight amount of side wind as indicated by movement of branches in the trees ahead"*

### **Building it up**

With the headlines done, the commentary can now move to the next step. So for example; *"there are double yellow lines on my left which means no waiting at any time unless loading or unloading or setting down and picking up*

*passengers. Possible delivery vehicles parked on my left, mirrors, I'm looking over, under and around for any sign of feet. There is a solid white line in the centre of the road on my side which means no crossing unless, for example, to turn right. There is a cyclist ahead on my left so mirrors, indicate (if it helps others) and position to give him/her space and overtake with care, mirrors, over the left shoulder glance to ensure I can safely return to the centre of my lane. Car waiting on the left at the junction ahead to join this road; I haven't yet got facial contact with the driver, mirrors, covering the brake, now he's looking at me so I'm happy to proceed. A football has appeared in the road ahead, mirrors, covering brake, where's the child? Ahead I can see a change in speed limit to national which is 60 mph on this road. Selecting a gear to maximise acceleration. 3-mirror check to make sure nothing is about to overtake me and now I'm at the 60 sign I can apply power to accelerate away... up to 60, selecting gear for the speed.*

Taking the commentary further; *"the speed limit is 60, my speed is 60. following the one in front at a safe distance - Stopping distance is 73 metres or 18 car lengths, I can visualise fitting 18 cars in between us. Mirrors, vehicle behind is a bit close so I'm increasing my*





*following distance to the car in front by slowing... this allows me to brake more progressively if/when the need arises giving the driver behind more time to react. Raising my vision I can see the speed limit changes to 40 mph. brake lights on ahead so traffic is already slowing, mirrors, reducing speed by taking my foot off the accelerator (acceleration sense) and now using brake to assist. I'm now at 40mph and selecting the appropriate gear for this speed. There's a car emerging from pub car park ahead. His friend may be following, mirrors, covering the brake but not braking."*

### **Some commentary phrases**

This is merely an example of what commentary can sound like and hopefully you can see that is really telling a story. For the ADT, it will last typically 10 - 15 minutes. In contrast, for the IAM Masters it can last a couple of hours. Here are some phrases that can be used to develop a flowing commentary;

- Lifting my vision. In the distance I can see....(FAR-NEAR-INTERIOR-REAR)
- Loss of vision, mirror, loss of speed.
- There's a bus stop – we're on a bus route, so watching out for slowing buses, pedestrians running for buses.
- Bus in front, people are beginning to stand up so could be approaching a bus stop. Mirrors.
- Bins out – it's bin day. Alert for bins lorries around bends and collectors on foot.
- Brake lights cascading down the line. Mirror.
- Approaching a roundabout/Give-way, planning to stop but looking to go. My first point of danger is from the right. My gap is..
- Entering the national speed limit; three-mirror safety check.
- Junction left/right. Looking for the fingerboard to locate the junction.
- Junction marker. I can't see the junction so they can't see me.
- One threatening on the left/right. Mirror. Off the drive. Covering the brake.
- One active on the left/right. Mirrors.
- One in the junction on the left/right. Mirror. He's looking in my direction/got brake lights on. Happy with that.
- Looking for the lane of least resistance (approaching a roundabout, traffic lights etc).
- Change of road surface, texture, colour. Firming up on the steering until car settles.





- Single track road. Half distance stopping rule applies.
- Speed limit is 30 mph. my speed is 29 mph.
- Mirrors. Mirrors clear.
- Mirrors. One following at safe following distance.
- Mirrors. One following too close. Use acceleration sense to increase my distance from the one in front.
- Positioning to nearside for vision at the right-hander approaching
- Using the one in front as my pathfinder.
- Standing water. Firming up my grip on the wheel.
- Mindful of the strobing effect of the sun through the trees creating shadow. I'll switch on my lights to be seen.
- Dual carriageway. Potentially the most dangerous type of road; motorway speeds but with pedestrians, cyclists, traffic lights, roundabouts and unmarked junctions.
- Approaching the national, taking Xth gear to maximise acceleration.
- There's BOB (boy on bike). Mirrors, position.
- Approaching Toucan crossing. Expect to see cyclists riding across.

## A Skill for Life

Commentary driving isn't just for Associates and not just for the ADT. It is a powerful tool all drivers can use including those of us who have already passed the ADT. It can be used to:

1. Maintain/augment observation, anticipation, planning, keeping those skills razor sharp.
2. Remain alert and focused during longer drives (but please do not be tempted to use it to avoid taking regular breaks on such journeys).

If any full member would like a refresher session in commentary driving (Associates will already be working on commentary with their respective Observer), please contact Tony Hucker to be assigned an Observer; it costs **nothing**. If you would like a **demonstration drive** with commentary, please contact me direct on 01278 671659.

More information on commentary driving is available from:

- Roadcraft - Chapters 1 and 2 [pages 42/43]
- Roadcraft DVD
- Bespoke Driver Training "Commentary Driving" DVD
- Chris Gilbert "Commentary Driving" DVD.

Safe motoring,

Andrew, Chief Observer







## Rotary Club of Taunton 50/50 Cycle Ride

Brian Howe, TGAM Group President is planning to ride Bob-the-Bike 18 miles for the Rotary Club of Taunton 50/50 Cycle Ride on Sunday 22<sup>nd</sup> June 2014. Last year I completed 11 miles, so this year I have signed up for the 18 mile course.

50% of donations will go to the Rotary Club of Taunton Charity Trust Fund and the other 50% I will be donating to the Work-Wise project based at the URC Church, Paul Street, Taunton. Work-Wise is a support centre for those seeking ways into work.

Please support these local charities if you are able.





## **An open letter to SCC Highways Department**

**By Brian L. Howe TGAM Group President.**

Sometimes I wondered if members actually read all the way through our marvellous e-Newsletter. But now, I have to apologise to all those members who do, because following the publication of our spring edition, I was proved wrong.

It appears that TGAM have at least one member in County Hall. I would like to thank that member for not only reading my article entitled "Paving the Way", but for bringing it to the attention of the section that deals with pavements at Somerset County Council, Highways Department. Furthermore I would like to personally thank Wendy of County Hall Highways, for the telephone call I received, allaying some of my fears and concerns. Wendy told me that some are in the pipeline for this financial year and Taunton Deane Borough Council will be advised about those that are owned and maintained by TDBC.

Thank you TGAM reader. Thank you SCC Highways. Thank you Wendy.

Yours faithfully

B L Howe

## **JUNE MEMBERS' EVENING**

# **Confident Driving**

**An IAM presentation  
targeting specific areas of  
driving development.**

**We will be presenting one of the  
seven classroom based modular  
courses, which are:**

**Motorway  
Parking and Manoeuvring  
Lone and vulnerable  
Vehicle Technology  
Winter Driving  
Night Driving  
In Car Distractions**

**Wednesday 18<sup>th</sup> June 7:30pm  
at Hatch Beauchamp Village Hall**





# TRAFFIC LIGHTS AND TIME

By John Dowell

The white van was covered with rainbow type lettering announcing that it was from an electrical company. The purpose of this was for it to 'stand out' and to be remembered: And remembered it was.

*Time is interesting. When one is in the company of a bore a minute can seem like an hour. In the company of someone we like an hour can seem like a minute.*

Derek stood at the street corner nonchalantly smoking a cigarette – cancer was the furthest thing from his mind. He watched as the televisions and computers were off-loaded from the bright van, placed on a trolley and wheeled into the shop where they would be sold.

*When we are in a hurry, have you noticed that traffic lights always seem to be against us and then the red light is on for an eternity? Time is strange.*

Derek had watched many times as the driver had done his rounds and studied the behavioural pattern as he dealt with each of the managers or assistants of the stores he had attended.

*Some traffic lights are on a fixed cycle and with knowledge a driver can arrive as they change.*

The manageress in the store which he was watching, was in her late twenties, pretty, large busted and was prone to flirting with the delivery man.

*Other traffic lights are controlled by the sequence of the traffic flow, so it is not always possible to pre-empt a change.*

Local enquiries had revealed that the manageress was single and had no current boy-friend. She chatted and laughed with the delivery man who responded to her attentions although he was married.







*Pedestrian lights can also vary according to what they are – but don't they seem to last forever!*

Derek watched as the delivery man took two more televisions into the shop – she should by now have a drink ready for him.

*As pedestrians though, we seldom seem to have sufficient time to cross the road. That strange thing time again.*

Derek crossed swiftly over the road. Yes, there was the cup on the counter and she was checking the invoice presented to her by the delivery man. Derek looked through the window and surreptitiously through the door. She was leaning forward showing ample cleavage which the delivery man was eyeing whilst drinking.

*A **puffin** crossing tends to vary from about seven to seventeen seconds for the red light. Ample time for the pedestrian to cross – that is*

*at seventeen seconds – but a fast gait is required for the lesser time. In either event it always seems like a minute to the motorist.*

Derek looked at his watch and moved. The back of the van was still open. It took him three seconds to reach the van and a further five seconds to climb into it and select a box close to the rear door. A quick glance – the delivery man was still engrossed with the cleavage – three more seconds and Derek was out of the van. It took four seconds to lift the box and a further six seconds for Derek to be round the corner to his car. In under 25 seconds Derek had made about a £1,000.

*Impossible? Time the red light on a **Pelican Crossing** – it has an average of eight seconds. Short for the pedestrian but long for the motorist. In less than three red lights at a **Pelican Crossing** Derek had earned £1,000. Time is relative isn't it? Ask Einstein.*





## JULY MEMBERS' EVENING

# Classic Car Evening & Barbeque



**If you have one – bring it.**

**If you know someone else who has, invite them to come along as well.**

**Come and see the cars and bikes and have a FREE barbeque and a chat.**

**Wednesday 16<sup>th</sup> July 7:30pm  
at Hatch Beauchamp Village Hall**





## PRESIDENT'S PERSONAL OPINION

### Mr Average leaps off the fence

I am under no illusions and I freely admit that I am a 'Grey Man'. Grey hair (what's left of it), grey moustache, grey eyes and a rather grey outlook on life. Never keen to make a decision. Mr Average you might say. I was always average at everything in my school days. Never top of the class, never bottom of the class, but always remaining in the top stream each year. Even at the annual school cross-country run, I always finished at 35 to 45 out of around 200 boys. OK, I was probably a better cross-country runner than mathematician or historian. All this carried on throughout my adult working life, even wearing grey suits and ties when I was working in offices, until I passed my IAM Advanced Driving Test in January 1997. Then, I wasn't just an average driver, I was a better driver, and dare I say it, even a good driver. I improved my driving more by obtaining Group Qualified Observer status. I had to be better to pass on the right knowledge to my Associates.

In February 2004 I went a stage further to take and pass the IAM Commercial Advanced Driving Test in a 33 seat Mercedes coach. I think I can

safely say that I was now a very good coach driver, often being complimented for giving a smooth drive. I also served on the Group Committee and was Group Chairman for 6 consecutive years. "Now, where is all this leading?" you ask. I now feel that I am sufficiently qualified to speak my mind on the subject of driving. Please forgive me if that sounds pompous or big-headed but it is not meant to be.

### GET OFF THE FENCE BRIAN!

**Be controversial for once in your life!**

**Use of Mobile Phones etc. Whilst Driving.**

**DON'T DO IT! IT'S DANGEROUS!**

The Highway Code (2007 edition) states in **Rule 149** You **Must** exercise proper control of your vehicle at all times. You **Must Not** use a hand-held mobile phone, or similar device, when driving or when supervising a learner driver, except to call 999 or 112 in a genuine emergency when it is unsafe or impractical to stop. Never use a hand-held microphone when driving. Using hands-free equipment is also likely to distract your attention from the road. It is far safer not to use any telephone while you





*are driving or riding – find a safe place to stop first or use the voicemail facility and listen to messages later.* (Laws Road Traffic Act sections 2 & 3 and Construction and Use Regulations 104 & 110). I would also recommend: Apply the handbrake, select neutral and TURN THE ENGINE OFF. If the engine is running while you make or take a call, even when stopped, technically you are not in control of your vehicle, and can be prosecuted as such.

If this offence comes under “Careless or inconsiderate driving”, the maximum penalty is as follows: £2,500 fine – discretionary disqualification and 3-9 penalty points. These are the MAXIMUM penalties and if the Police and the courts are serious about stopping these offences, why on earth do most drivers get away with £60 - £100 fine plus 3 penalty points?

Hands-on phone use is extremely dangerous to the driver and to the passengers and other road users. People have been killed by some of these offenders. My daughter was the innocent victim of a rear end collision, causing chronic (continuing) neck and back pain, because the driver of the white Mercedes Sprinter van that drove into her, was ‘distracted’ and didn’t apply his brakes. I honestly believe that this offence is more on a

par with ‘Dangerous driving’, for which the maximum penalties are: 2 years imprisonment + £5,000 fine + obligatory disqualification (extended retest required and ordinary retest if not obligatory disqualification) {see *note at bottom of page 126 in Highway Code*}, 3-11 penalty points if exceptionally not disqualified.

Driving while unfit through drink or drugs... carries a maximum penalty of: 6 months imprisonment + £5,000 fine + obligatory disqualification and again, 3-11 penalty points if exceptionally not disqualified. Drivers under the influence of drink or drugs are distracted. Their minds are not concentrating on their driving and therefore, they will have delayed reactions to approaching hazards.

I would suggest that in-car technology distraction (use of mobile phone, sat-nav, resetting car stereo etc.) causes the same effects of delayed reactions. I suggest that offences be split between 3 existing offences:

- 1) Collision while distracted causing death = ‘Causing death by dangerous driving’. Penalties: 14 years imprisonment + unlimited fine (means tested) + obligatory disqualification with a minimum of 2 years + no exception for disqualification. (Highway Code states 3 - 11 points if exceptionally not disqualified).





- 2) Collision while distracted causing injury = 'Dangerous driving'. Penalties previously mentioned.
- 3) Non-injury collisions and all Police roadside stops for in-car technology distractions = 'Careless or inconsiderate driving'. Penalties previously mentioned.

These drivers make a deliberate, conscious decision to pick up the phone and make or take a call or even start texting or using social media. They know and are fully aware of the possible consequences of their actions. They should be held responsible for their actions, and receive the stiffest penalties allowed by law. I feel that is the only way to deter these potential killers.

There! I've said it. If you disagree, don't tell me, tell the families of the innocent victims involved. May I reiterate that this is my own private, personal opinion, and not that of the Taunton Group of Advanced Motorists or of the IAM. Furthermore I am a non-voting member of both organisations, so I cannot, and would not, try to influence either body. All concerned should have a voice.

Oh dear! I appear to have climbed back on the fence.

**Brian L. Howe** TGAM Group President

## **TAUNTON GROUP of ADVANCED MOTORISTS**

# **CHRISTMAS LUNCHEON**

to be held at

**OAKE MANOR GOLF CLUB**  
**Oake, Nr. Taunton, TA4 1BA**

**on Saturday 6<sup>th</sup> December 2014**  
**12 noon for 12:30pm**

*Please contact Brian Howe at*  
*[president@tgam.org.uk](mailto:president@tgam.org.uk)*  
*or telephone 01823 274410*





# These fuelish things

By Tim Shallcross

In the programmes and events marking the centenary of World War 1, one legacy passes largely unnoticed even though it transformed motoring in the UK.

Until 1914 car makers experimented with all sorts of power units. The first years of motoring – from the mid 1890's – belonged to electric cars powered by rechargeable batteries. Following that, around 1905, steam power grew in popularity.

Petrol engines were a distant third until 1908 when Henry Ford's Model T made gasoline engines affordable for the masses. Even hybrid cars date back to this era, but diesel engines wouldn't be fitted to cars for another couple of decades.

Nobody knew which power source would become the most popular, so car manufacturers would experiment more. Batteries were recharged at home or in urban workshops, petrol was bought from the chemist or blacksmith in 2 gallon containers

and steam cars could run on anything that burned.

This changed as the war brought about a shift to petrol because of the flexibility of the engines – steam vehicles needed half an hour or more to get started and frequent stops to take on water and electric cars only had a top speed of about 20 mph and limited range. This made both technologies unsuited to battlefields. The electric starter was also a significant factor; many broken wrists resulted from a backfire while hand cranking a petrol engine.

From tanks to tractors, ambulances to armoured cars, around 1916 virtually everything with an engine ran on petrol. In fact, shortages for civilian travel were so acute that the Illustrated London News advised readers in 1916, "The internal combustion engine is agreeable to work in an emergency on gin, whisky, methylated spirits, paraffin and other vaporising oils".





After the war the new dominance of petrol engines meant that selling petrol at the roadside was suddenly viable as a business venture and a network of filling stations sprang up across the nation, finally making long distance travel by car both easy and practical.

Fast forward to 2014, the era of global warming and urban pollution. After a century of driving piston engines powered by fossil fuels we are once again in a time of great experimentation – and once again it is difficult to develop a suitable fuel supply network until future demand is known. Diesel and petrol now dominate the market and petrol hybrid cars are commonplace.

Yet, there is no guarantee that this will be the future mix. The future may not have filling stations at all!

Hydrogen is potentially a very environmental

solution. The technology is ready and since 2003 Honda has had a Home Energy Station capable of generating hydrogen in your back yard. Battery cars once again look attractive, and can be re-charged at the office or at home – unless you live in a top floor flat. Natural gas can be compressed using a small compressor from your domestic supply and used to run a slightly modified conventional engine, while Honda and Citroen have both created cars running on compressed air, easily recharged from a compressor in your garage or garden shed.

2114 could see filling stations as historical curiosities like horse troughs and village pumps. Or maybe, in the queues of people buying papers, drinks, last minute flowers and chocolates, cups of coffee, croissants, groceries and barbeque charcoal, no-one will notice that the pumps have gone.

Tim Shallcross, IAM







# Use of Mirrors

By John Dowell

Use the mirrors on the approach to a *hazard*. A *hazard* is anything which contains an element of danger or potential danger and may necessitate the driver reacting: signalling, changing direction (steering), braking or changing gear.

There are three types of *hazard*:

Those created by other road users – motorists (which includes lorry drivers and parked vehicles), motorcyclists, cyclists, pedestrians, loose animals.

Those created by the physical feature of the road – curve or bend, roundabout, cross road, T junction or hump-backed bridge. Remember early hazard lines and signs may warn of these.

Those created by the road surface – pot-hole, drain cover, gravel or debris, wet, ice or snow, un-even road, wet road after hot summer (rubber deposits making the road surface slippery), wet leaves (autumn), road surface outside petrol stations where oil or diesel may have been spilled.

Re-check the mirror after a manoeuvre; has anyone followed you, especially into a side road where the concentration for a few seconds is on the actual turn.

Cars do not drive themselves – be aware of the driver behind the wheel of the vehicle behind you. Is the driver having an argument with passengers in the rear – mums/dads taking children to school. Is the driver talking on a mobile-phone? Does the driver behind keep too close to you – this would affect the type of braking you would use if having to slow down. Is the driver bouncing up and down in time to loud music – they may not be paying attention to what is happening around them. Does the driver behind appear to be keeping a safe distance and using their mirrors constantly – you probably have a good safe driver behind you.

(To quote the late Sir William Lyons, founder of the Jaguar Motor Company when headlines in 1950s newspapers stated ‘Jaguar driver killed; Jaguar in road accident etc.’ There is only one faulty nut in our car and that is the one behind the steering wheel.)

The exterior mirrors will inform you of cyclists or motorcyclists overtaking or in-taking, especially when this would create danger. Be especially aware, in these modern times with more cyclists on the road, that some cyclists appear to have their own rules!





# AGM of the Regional Liaison Forum for Region 1

by Brian Howe

Please forgive me if the following report appears random or stilted. Writing while listening is not one of my strong points. TGAM will need a new Secretary from October. Please help if you can.

The 2014 AGM of the RLF Region 1 (the South Western part of the new Southern Region, which extends from Cornwall to Kent) was held on Saturday 26<sup>th</sup> April 2014, at the Exeter Arms, Rydon Lane, Middlemoor, Exeter, EX7 7HL, and was attended by David Walton (TGAM Newsletter Editor) and Brian Howe (TGAM Group President) representing the Taunton Group of Advanced Motorists. David (Des for the day as I no longer drive) and I arrived at 9:20 in plenty of time for registration at 9:30, which also gave us time for tea/coffee and biscuits before the meeting proper opened at 10:00.

RLF Region 1 Chairman, Roger Jewell (Chairman Plymouth & District), Secretary Jane Percy (Secretary Dorset (Dorchester)), Treasurer (Position vacant) and Vice Chairman

(Norman Dadd (Bristol Group, Outgoing)) were present at the Top Table joined by Guest Speaker Pat Doughty (Operations Director IAM Chiswick). Roger Jewell opened the meeting with Housekeeping and Health and Safety Matters. After the Apologies for Absence were read out, the minutes of the previous meeting (AGM Saturday 18<sup>th</sup> May 2013) were presented, then proposed by Devon Advanced Motorcyclists and seconded by Weston and Mendip. The minutes were agreed and signed by the Chairman.

**RGC Report.** Tim Soper (Region 1 Regional Group Coordinator). Tim said that motorcycling membership in the South West was doing OK with 5% increase. The Training Team held 3 events, and the next was 21<sup>st</sup> June 2014 at Mudford and 25<sup>th</sup> – 26<sup>th</sup> October at Okehampton. There are 4 motorcycle skills days this year.

**Chairman's Report.** Roger thanked the RLF for its support especially the Secretary and Vice Chairman, he also thanked his wife





Cynthia Jewell, who has very ably looked after the RLF accounts in the absence of an elected Treasurer. This situation cannot continue indefinitely, so an appeal was made, to deaf ears, for a RLF Region 1 Treasurer. **(Is anyone from TGAM, with accounting experience, willing to put their name forward?) Note: I would like to suggest inviting Roger Jewell to the next TGAM AGM in October.**

**Secretary's Report.** Jane Percy told us that 8 Groups were lost in Region 1 due to the Integration of some Groups and the reorganisation of Regional Boundaries by IAM Chiswick. i.e. the Groups from South Wales who were in Region 1 are now included with the new Midlands Region. Delegates were asked to ensure they had completed the Delegates Attendance sheets. (David and I were the first to do so on entry). Jane also congratulated Roger Jewell, who was the deserved recipient of this year's Fred Welch Rose Bowl. This had been awarded and presented at the National Conference. Roger dedicated his award to the whole of Region 1.

**Treasurer's Report.** Roger told us that the RLF Balance Sheet was sent out to all groups in Region 1. The bank balance is quite reasonable and there is no Cash-in-Hand. The current balance is £2,443.46 as at 26/04/2014.

Five Groups have not yet paid their annual subscription. They will be chased.

**Presentation.** Pat Doughty was asked to present the Lola Williams Trophy to Roger Riddle (Plymouth and District). Roger Jewell suggested that as this was an annual award, a permanent certificate should also be presented as a keepsake.

**Election of Officers.** Pat Doughty took the Chair. As no other names had been proposed, Roger Jewell (RLF Chairman Region 1) and Jane Percy (RLF Secretary Region 1) were re-elected unopposed. Norman Dadd (RLF Vice-Chairman Region 1) decided to retire this year and did not stand for re-election. After a little persuasion, Tim Soper agreed to step into the breach and was duly, unanimously elected as the new Vice-Chairman. Tim will also be the RLF Region 1 representative at NRG (National Representatives Group, who work closely with IAM Chiswick).

**Regional Meeting Dates.** Next RLF Saturday 27<sup>th</sup> September 2014. No venue as yet. IAM pay for venue and food. No Delegate Fees to be discussed at autumn meeting. Next NRG Saturday 4<sup>th</sup> October. Next National Conference 1<sup>st</sup> and 2<sup>nd</sup> November at Aston University, Birmingham. Future NRG meetings will also be moved to Aston University.





**IAM Update** Pat Doughty. National membership as at 25<sup>th</sup> April was 90,123. IAM Membership Growth is up for 3 consecutive months bringing the figures back to 2011 levels. The Region 1 growth rate is currently 12%.

Flow Chart for Membership is as follows; the new Associate contacts IAM Chiswick for membership. Chiswick emails the Associate back to nominate a Local Group if one has not already been requested by the Associate. The Local Group enrolls the new Associate on the DTE system. The triplicate forms are no longer required from local Groups, except where Associate members are signed up at outside events. This system greatly reduces the time taken enrolling new members.

The SfL (Skill for Life) dropout rates are, 39.5% for car members and 41.89% for motorcycle members. Local Groups were asked to check details on the IAM website and add events as soon as possible. Please keep all information current and up to date. The IAM membership cards will be changed to reveal more details of the member, i.e. categories of ADT passes and whether a Group Official. (Chairman, Secretary, Treasurer, Senior Observer etc).

Ex member research was carried out. 22,000 were contacted and there were 1,600 responses.

New customisable brochures will soon be available for download, enabling specific information for events. Pat Doughty says that the IAM will pay for the printing of brochures up to 400 per order. All orders will be monitored. If required, Paul Woosley has a gallery of 5,000 photos to choose from. Many of these from the recent photo competition.

There followed an explanation of Group Integration (Groups will not be coerced, but poorly performing Groups may not be given the choice) and the forthcoming new Territories and Regions.

One newly Integrated Group, Central Southern, is using the IAM template for recommended Group websites. This is currently only available to Integrations of 3 Groups or more or for Groups with a membership in excess of 400. These websites will be provided and paid for by Chiswick. They are reckoned to be superior to the main IAM website. Check it out for yourselves. Go to the IAM website and follow the link to Central Southern Group.

The recent Local Observer Pilot threw up too many complications and it became apparent that there were too many similarities to the National Observer qualification. The pilot was stopped and Local Groups were asked to return to Group Qualified Observer training for





all new Observers. It is hoped, however, that eventually, all Observers will attain National Observer status. This is an external I.M.I. qualification that can be added to CV's and taken from Group to Group without further local training and is not the same as Senior Observer, which is a Group Role.

There is a power point covering this information which will shortly be available to view at [www.tgam.org.uk](http://www.tgam.org.uk) . (I hope!)

**Mark Trimmer** Southern Region Operations Manager (replacing RGC's (Regional Group Coordinators)). Mark's presentation will also be available as a power point from the TGAM website. The basics follow: Mark thanked Region 1 Groups on behalf of IAM, for the 12% increase in SfL sales. IAM are looking for 8% increase in sales for 2014/15. Local Groups can now book ADT's for Associates via the DTE database. There is a "Roundabout" graphic to show the possibilities available following the SfL pass. It looks like a useful tool to add to the box. There is at the moment a poor delivery of the new Training Modules in the South West. Mark is looking for presenters and demonstrators. Please contact Mark Trimmer, through our Chairman, Andrew Griffiths, if necessary, if you are interested. Groups are asked to check that their Trustee's

details are correct for the Charity Commission, and to update immediately if out of date. *[Also see the report and slides from Mark Trimmer's talk at our recent social evening – Ed]*

Social Media advice is now available from Ebba at IAM Chiswick. The SfL price is set to increase from £139 to £149 on 1<sup>st</sup> October 2014. We are also told to expect Test and Full Membership increases in the near future.

A Road Safety Survey, produced by Weston and Mendip Group is now available to all Region 1 Groups for use at events. It has proved to be a successful way to engage the public and lead the way to talking about the IAM and SfL. If it has not already been received by TGAM, please ask Mark Trimmer who will email a copy. Groups were asked to Link their Facebook pages to other surrounding car AND BIKE Groups.

And finally, National Conference has agreed to cut the number of workshops available. These have now been extended in time and ALL delegates are expected to attend ALL workshops, thereby easing the day for all concerned.

The meeting closed at 3:40pm and was only 10 minutes late. Well done RLF organisers.

**Brian L. Howe, Group President.**







## An evening with Mark Trimmer, our IAM Regional Operations Manager

### A summary of Mark's presentation given at our April Members' Evening

The meeting was opened by our Chairman Andrew Griffiths who congratulated three associates who had recently passed their advanced driving test. They were presented with their certificates by our guest speaker, Mark Trimmer (see photos).



Allen Pope receiving his certificate from Mark Trimmer with Hugh Todd his observer



Simon Everdell receiving his certificate with Hugh Todd, his observer as well



Mike Ellis being presented with his certificate





Andrew Griffiths then formally introduced Mark Trimmer, who told us a little about himself and his background, his job and the benefits that having a regional operations manager brings to the groups.

## Previous Employment

- Joined RMP 1981- 1985 ( Berlin- Germany Northern-Ireland
- Devon and Cornwall Police 1985-1987
- Sussex Police 1987-2012.
- Class 1 Police Driver

## What do I do?

- Provide business support, help drive Skill for Life sales
- Support the roll out of IMI Observer Qualifications
- Assist in identifying Regional / National Training Team support
- Promote new Modular Training programme
- Develop learning through new products. E-Learning, Assessments & Webinars
- Improve service delivery and customer satisfaction
- Act as a direct link between Chiswick & Groups for Operational issues
- Develop relationships between Councils, Road Safety Partnerships & Commercial Customers
- Develop other routes to Membership e.g. Exemptions, IAM Accredited organisations.

57 Groups in new Region; 21 Bikes; 34 Car; 2 Combined  
I also am involved in:

- Regional Forums / Meetings
- Regional Training Teams
- NRG Meetings
- National Conference
- Development & Strategic meetings
- Drive & Survive opportunities that involve Membership
- IAM operational issues requiring field based staff

## What benefits do I bring?

- Help with Sales & Marketing. More content now becoming available centrally
- Sharing 'best practice' and other successful ways of working
- My role has sales, service, delivery and overhead targets. You are my customers!
- 'One IAM' message. Central support for Administration, Marketing & PR.
- **More time for you to do what Groups do best!**







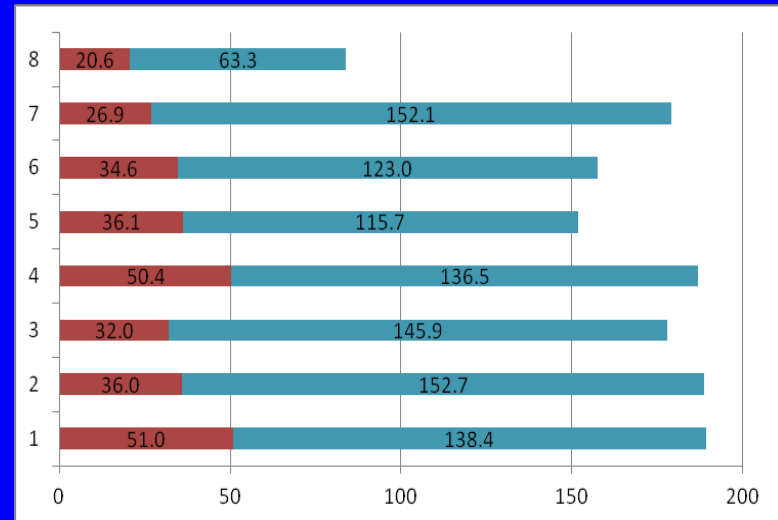
He then discussed the new regional setup going from 8 regions to 5 and the appointment of 4 full time Regional Managers and the changes in regional liaison forums; old region 2 and 7, now south east with 3 Meetings a Year + Spring Conference; old region 1, now south west and meets twice a year + Spring conference.

He gave us an update on the DTE (Driver Training & Examination System) and then spent some time discussing SfL (Skill for Life) sales both by region and within Region 1. (See next page)

## DTE

- DTE 'Online Membership Database'
- 98% Full Compliance Across UK
- Records new Associates either through group process or applications directly through Chiswick
- Test can be applied for through DTE
- Group official & Group Affiliate Reports
- Income received from IAM

He also looked at the SfL time line or how long it takes to get associates through enrolment, training and test.



Average time from group allocation to enrolment



Average time from group enrolment to test ready **270 Days**





## SFL/ Test Purchases by Catchment Area : April - February 2014

Region	Bike				Car				Total			
	To date 10	To date 11	To date 12	To date 13	To date 10	To date 11	To date 12	To date 13	To date 12	To date 13		
1	299	332	324	371	496	439	410	448	734	819	↑	12%
2	384	552	494	557	973	818	944	965	1438	1522	↑	6%
3	193	223	165	226	423	429	488	517	653	743	↑	14%
4	180	239	182	216	413	356	314	370	496	586	↑	18%
5	209	239	204	247	708	570	503	529	707	776	↑	10%
6	129	134	98	98	289	261	289	334	387	432	↑	12%
7	353	414	387	395	828	708	770	825	1157	1220	↑	5%
8	16	27	26	43	91	74	88	112	114	155	↑	36%
#N/A	40	50	111	96	51	118	209	201	320	297		
Grand Total	1803	2210	1991	2249	4272	3773	4015	4301	6006	6550		

## Car SFL/ Test Purchases by Catchment Area: April - 2nd January 2014

	2010 - 2011		2011 - 2012		2012 - 2013		2013 - 2014
	YTD	Full Year	YTD	Full Year	YTD	Full Year	YTD
Barnstaple & Nth Devon Adv.Motorists (1189)	14	22	13	14	10	13	9
Bath Adv.Motorists (1153)	27	32	15	24	15	20	25
Bournemouth Adv.Motorists (1096)	17	30	20	24	27	33	40
Bristol Adv. Motorists (1009)	51	66	74	90	47	55	45
Camelot (Yeovil) Adv.Motorists (1054)	6	8	7	8	9	10	10
Cardiff Adv.Motorists (1058)	21	31	26	32	18	28	28
Carmarthen & West Wales Adv.Motorists/Motorcyclists (1185)	7	13	6	9	7	8	4
Cirencester Adv.Motorists (1117)	7	11	7	8	10	13	11
Cornwall Advanced Drivers (1267)	18	24	18	25	11	16	14
Dorset Advanced Motorists (1083)	56	79	35	37	14	15	9
Exeter & Torbay Advanced Motorists (1024)	17	22	23	27	24	31	27
Gloucestershire Adv.Motorists (1067)	33	49	26	36	34	39	33
Gwent Adv.Motorists/Motorcyclists (1110)	12	16	16	23	8	11	14
Melksham Adv.Motorists (1198)	12	15	10	11	19	22	14
Plymouth Adv.Motorists (1134)	35	44	20	28	36	47	29
Salisbury Adv.Motorists (1123)	17	27	21	21	12	16	15
Swansea Bay Adv.Motorists (1051)	5	7	8	8	6	7	4
Swindon Adv.Motorists (1060)	18	20	20	23	14	16	20
Taunton Advanced Motorists (1005)	19	22	17	19	14	18	19
Weston & Mendip Adv.Motorists (1116)	13	19	3	10	10	18	8





He went on to analyse why so many members leave once they have passed the test and tell us what the IAM is doing about it, including Modular courses and the progression from associate through member, F1rst and Masters and for those interested the IMI (The Institute of the Motor Industry) route to being an group observer, national observer, member of a regional training squad... The sky is the limit!

### Traditional 'Full' membership of the IAM has stalled

#### Our action plan:

- Improve numbers taking the test (Associates)

Q1. What percentage of SFL purchasers become full members? **56%\***

Q2. What is the full test pass rate (car/bike/commercial)? **86%**

55% car, 57% bike

- Improve numbers taking the test (Associates)
- Open up more routes to full membership
- Develop new products for new markets
- Introduce new levels of membership (inc volunteer recognition)
- Help more road users in more ways

### Recent 'passer' renewal rates low, our bedrock is longstanding members

Our overall renewal rate per month is 91%

What percentage are still members today?

Bike test pass in 2010	67%
Car test pass in 2010	54%
Bike test pass in 2012	84%
Car test pass in 2012	74%

- Asking them why
- Understanding the motivations and thought processes
- Act on them
- Look after our long standing members

### Why People Leave IAM



Enthusiasm wears off



Not what I expected/wanted



No benefits, nothing to do  
Did the test – end!



Change in circumstances/  
Served my time with you



Death  
Illness Age

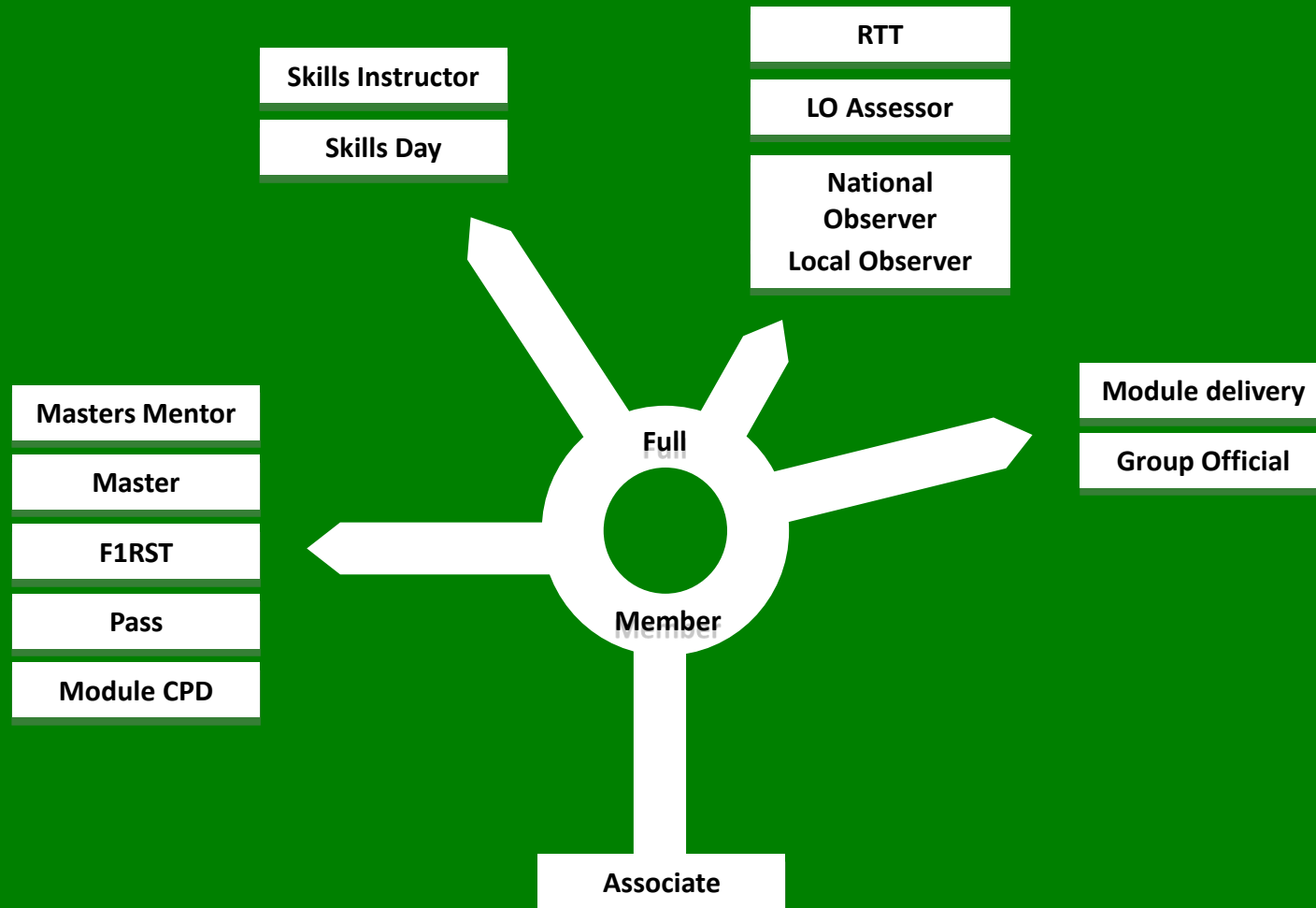


Cost v  
Payback



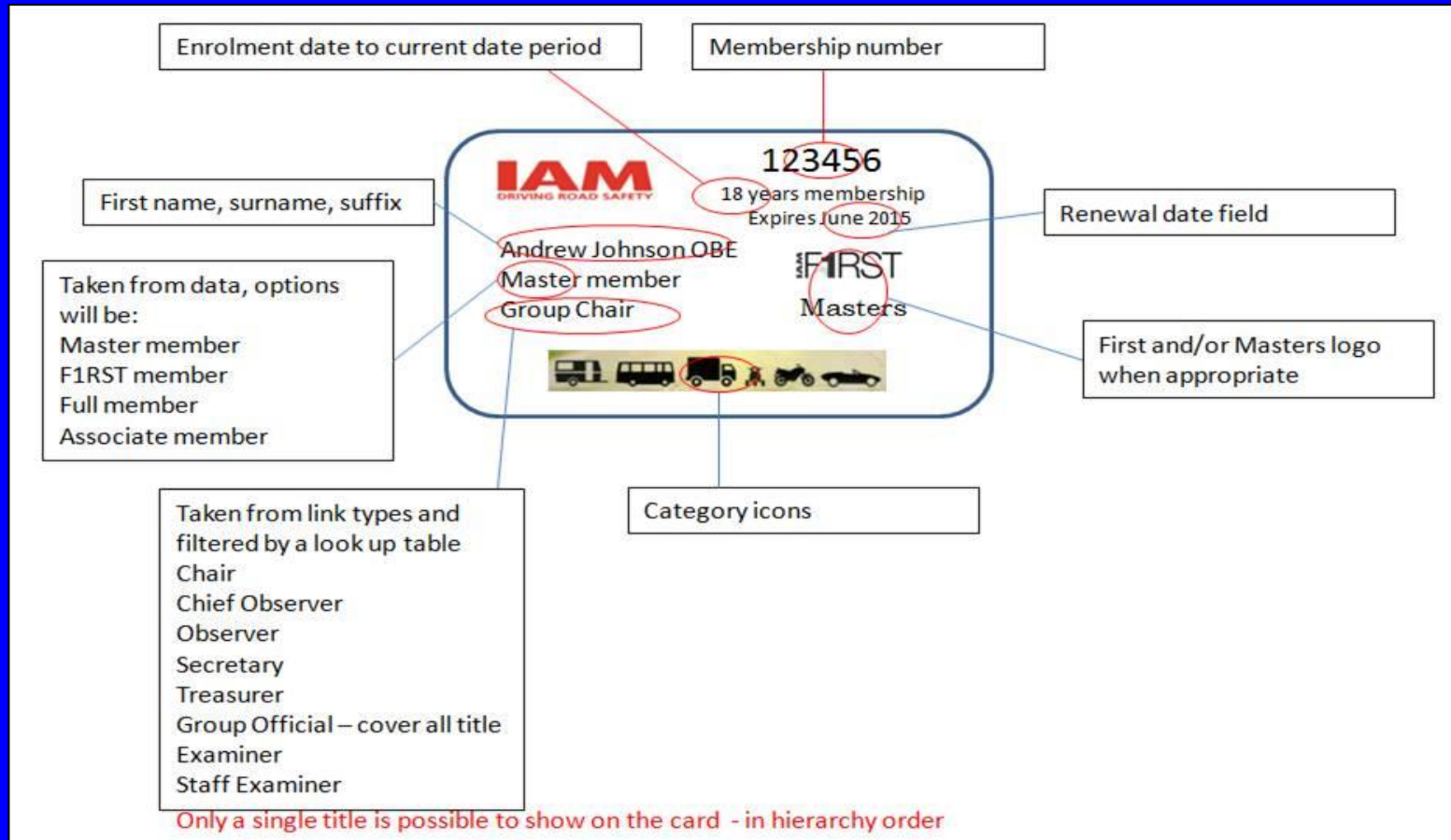


# Engaging, stimulating membership





# Key activity – Renewal/Recognition







IAM

Confident  
Driving

| Modular training



## Modular Courses – Classroom Based

- Motorway
- Parking and Manoeuvring
- Lone and Vulnerable
- Vehicle technology
- Winter Driving
- Night Driving
- In Car Distractions

## Modular Courses – On Road

- Motorway Driving
- Parking and Manoeuvring

MODULAR PROGRAMMES TO SUPPORT YOUR DRIVING DEVELOPMENT





# I AM

## Confident Driving

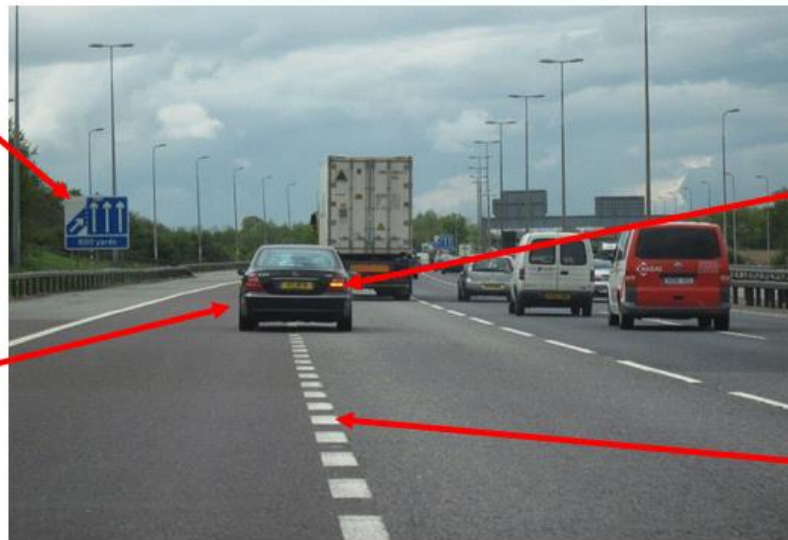
Modular training



### Joining the main carriageway

The sign shows another slip road joining in 600 yards so you may consider moving to lane 2 before you reach this on slip

Match your speed to the speed of Vehicles on the main carriageway to fit safely into the traffic flow



Put on the right indicator to make yourself more noticeable and confirm your intention to go into your chosen gap.

Give way line, traffic on the main carriageway has priority

MODULAR PROGRAMMES TO SUPPORT YOUR DRIVING DEVELOPMENT





Mark continued by talking about Integrated group and the IAM's vision for the future. He then finished up with questions.

## Group Officials - Status

Growing concern with regard to groups managing to get new officials to help them operate, for example as of 19 August 2013:-

- 5 Groups without a registered Treasurer
- 2 Groups without a registered Chair
- 1 Group without a Secretary
- 70 groups with the same person registered for 2 or more roles

Chair

Secretary

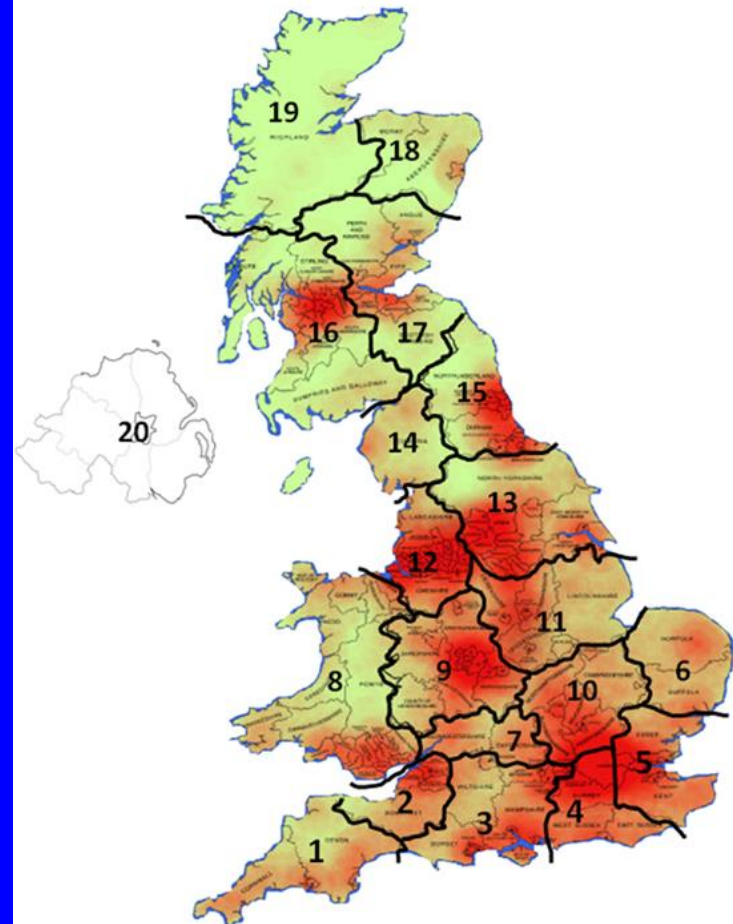
Chief Observer

Treasurer

Increased workload on officers is causing breakdown in communications

Volunteers want to be more involved with Driving and Riding as opposed to administration

## Vision for Integrated Territories

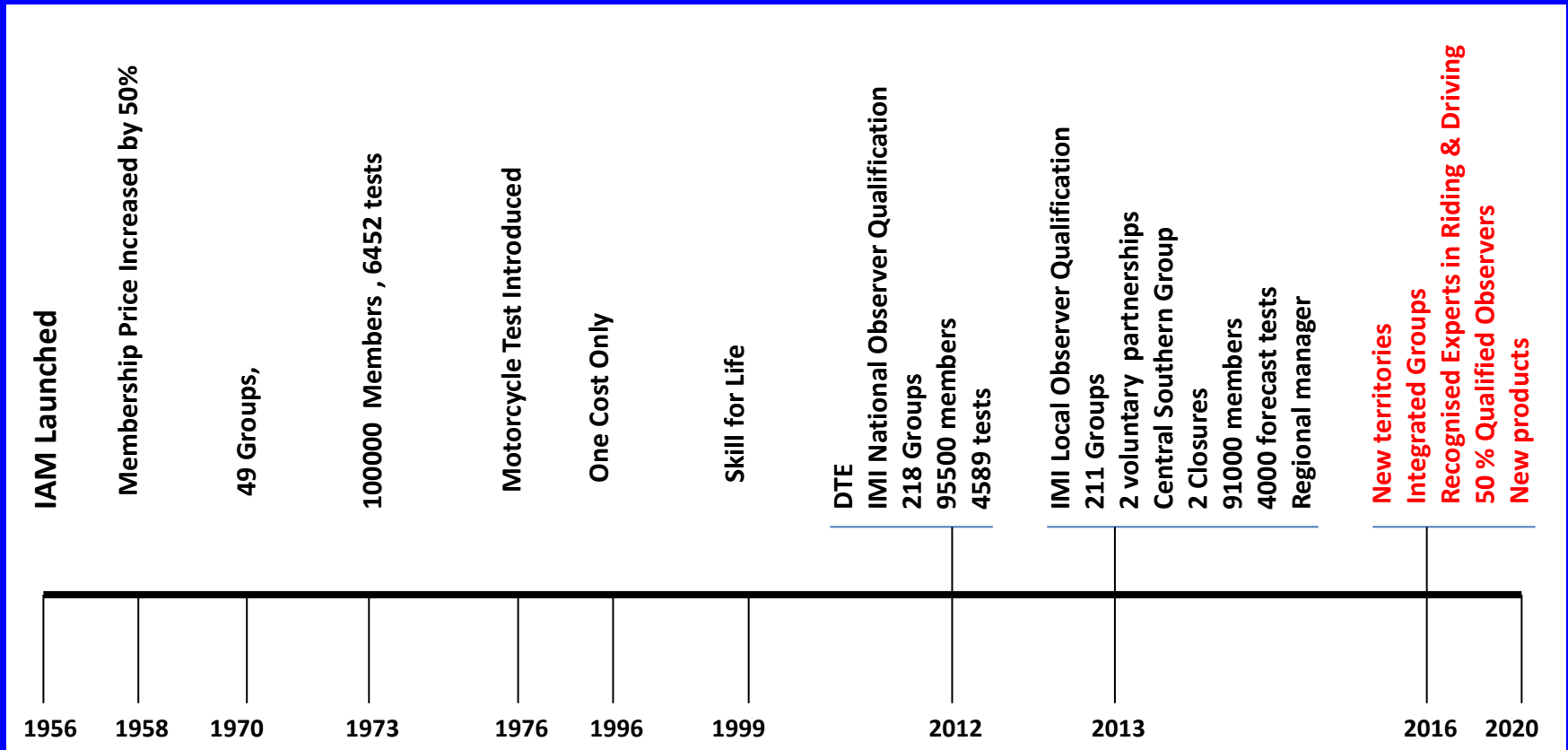


- 20 Territories
- Constructed around high population areas
- Number of Integrated Groups to be determined





# Integrated Groups



Past

Future

Future





## Benefits

- IAM developed and maintained website, with group freedom to add their information etc as required
- IAM can use Direct Debit to collect group submissions
- Reduction in group required officials and administration
- Opportunity to cover larger geographical area, but still be active and seen locally
- Increased financial strength and purchasing power
- Common processes for deliverance of Skill for Life training
- Improved Observer expertise and standards, through greater training
- Greater support from IAM Regional Managers and group support budget
- Ability to retain local “satellite” social functions but enjoy the benefits of integration

- Slimmer network of officials therefore improved support with Inform and Influence training and development (Communications)
- Ability to mix and match Observer processes across the Integrated groups, to ensure Associate needs are met. (ie. 1-2-1, fixed course, pot luck)

## Central Southern Process

- 5 Groups invited to join
- 3 groups integrated
- Extraordinary general meeting conducted to agree the integration
- Steering Committee formed to manage transition
- Went live on 2nd September
- Full support from IAM staff







## Recent Releases from the IAM Press Office

### Most motorists don't want 20mph zones

Drivers are against the idea of a blanket 20mph speed limit on urban roads, according to research published today by road safety charity, Institute of Advanced Motorists (IAM).

Half of drivers from the UK are against a blanket 20mph speed limit with under a third willing to embrace the idea and a fifth are undecided. Male drivers are more likely to be against the idea than female.

Fifty-five per cent of young drivers were against 20mph zones as a speed limit for towns while thirty-four per cent of older drivers were in favour.

Drivers are very supportive of lower speed limits outside schools, with ninety-four per cent of respondents agreeing that this would be a good idea. Areas with high numbers of pedestrians such as parks (34 per cent), hospitals and shops were the next most popular with 21 per cent of drivers in favour. Only eight per cent of respondents opted for 20 mph near cycle lanes.

Over three quarters of drivers believe that 20mph speed limits help to increase safety for pedestrians; however, only a fifth saw it as a positive advantage for cyclists. Pollution and noise were not seen as important benefits.





Using 20mph speed limit signs only to enforce lower limits was twice as popular as physical traffic calming measures and three times more popular than the use of speed cameras. Only a fifth of drivers think enforcing 20 limits should be a police priority.

Sixty-eight per cent of drivers would like to see a specially tailored re-education course for drivers caught doing up to 30mph in a 20mph zone.

There is a difference between speed limits and zones. Councils have the power to introduce 20 mph speed limits and zones without obtaining consent from the Secretary of State.

Speed zones are a collection of streets with a 20 mph limit whereas speed limits are set for individual roads. Some local authorities have set 20 mph speed limits on a number of individual roads so creating blanket coverage of residential areas with a 20 mph speed limit.

20 mph speed limits can be introduced without any form of traffic calming. In many areas they

are being used across the whole area. Whilst not as effective as 20mph speed zones they can still produce significant lowering of speeds over a wide area for very little cost. Compliance is increased by publicity, driver awareness and community involvement. This can and does play a large part in self-enforcement.

IAM chief executive Simon Best said: “Drivers are not as negative about 20mph speed limits as many commentators would have us believe. Those responding to our survey found it quite easy to stick to 20 and there is large scale support for 20mph outside schools.”

“However, most drivers don’t want 30mph zones to be replaced with 20mph in towns. Many drivers still need to be convinced it would be a benefit. Re-education is also much more popular than prosecution. The total number of under 16s involved in accidents between school rush hours in the morning and afternoon is 6, 106. Good design and widespread consultation is the key to the successful use of 20mph zones as a road safety tool because limits that match the road environment enforce themselves.”





## Staycation

Road safety charity the IAM is offering weekly motoring tips from Britain's top advanced driver, Peter Rodger. As the bank holiday weekend and half term holiday approaches, many people are choosing to holiday in the UK this year, Peter is advising on planning to stay safe on long journeys.

- Share the driving if possible. It makes more sense to spread the load of the different aspects of a journey. If there are two adults, it's the passenger's job to look after the kids, not the driver's. That way both the kids and the driving get proper attention.
- Include regular rest stops, preferably at least once every two hours. Make sure you eat sensibly, and drink enough fluid, especially if the summer turns out warm – dehydration destroys concentration quickly. And get out of the car and walk around when you make the stop – it makes a real difference.
- Plan your fuel stops in advance, especially if traffic is likely to be heavy. There's nothing worse than sitting in a traffic queue with the fuel warning light glowing. If budget is an issue try and plan to buy away from the

motorway – service area prices tend to be higher, but running out on the motorway is both dangerous and can be very expensive.

- Make sure you get enough sleep the night before a long journey. If you feel tired, stop somewhere safe – this does not include the hard shoulder of the motorway. If you feel really tired, have a coffee and a 20 minute nap to give the caffeine time to take effect. If there's a long way to go, stop for a proper sleep.
- Be sure to take something for the kids to eat, drink, look at and do. When the inevitable request for one or more of these occurs, you'll immediately have something to hand to prevent a distraction occurring. Pack the car so that the kids can see out the windows, and so that the passengers feel they can move their limbs – it helps keep the mood cheerful.

IAM chief examiner Peter Rodger said: "Getting away on holiday is great fun, but it can also be hugely stressful, especially if you have the whole family with you. Make sure you prepare yourself, your car and your route beforehand, for a trip that'll has everyone smiling from start to finish. Enjoy your holiday."





## Motorists worried about safety on SMART motorways

The IAM is calling for more information and advice on SMART motorways for drivers.

The call comes after seventy-one per cent of drivers said they would feel less safe on a motorway with no hard shoulder than a motorway with one, according to the latest poll by the Institute of Advanced Motorists (IAM).

One of the main concerns of respondents is the plan to increase the distance between safety refuges with forty-eight per cent of respondents believing that safety refuges should be no more than 500 yards (0.45km) apart.

Forty per cent of respondents are sceptical that new monitoring systems on SMART motorways, such as electronic signs, can protect them in the event of stopping in a running lane.

Other survey findings include:

- Sixty-seven per cent of respondents said

they haven't seen any publicity about SMART motorways.

- A third of respondents (thirty-two per cent) would support the legalising of undertaking on SMART motorways.
- Forty-two per cent believe SMART motorways have reduced congestion and forty-three per cent of respondents said it has improved their journey times.

IAM chief executive Simon Best said: "SMART motorways are being rolled out across England but our survey shows that drivers want more reassurance and information on how safe they will be and how to use them. The IAM has been supportive of hard shoulder running but we have always said that the Highways Agency must be quick to learn and implement any real world lessons as more schemes come into use."





The IAM offers some guidance on using SMART motorways:

Pay attention to the overhead gantries as they provide information on traffic conditions and lane access for the road ahead. The six signals are:

- A red cross without flashing beacons. The hard shoulder is only for use in an emergency or breakdown.
- A speed limit inside a red circle. It is absolutely mandatory and may have cameras enforcing it.
- A blank signal. Usual motorway rules apply.
- A white arrow with flashing beacons. This applies to all lanes and means you should move into the lane which the arrow points to.
- A red cross with flashing beacons. You should not continue to use the lane.

- A national speed limit sign is shown. The national speed limit, 70mph maximum, applies to all lanes apart from the hard shoulder.

Types of motorways:

- Controlled motorway – these have three or more lanes with variable speed limits. Hard shoulder use is strictly for emergency use only.
- Hard shoulder running – the hard shoulder will be opened at busy times and the speed limit will be reduced. Don't use the hard shoulder unless overhead signs show that you can do so.
- All lane running – there is no hard shoulder on these sections of the motorway. Obey the variable speed limits and do not stop on the motorway. In the event of an emergency, use an emergency refuge area, motorway service area or exit at the next junction.







## Young drivers: Overconfidence and inexperience puts lives on the line

Seventy-one per cent of young drivers think they are better than the average driver, according to survey by Vision Critical and road safety charity the Institute of Advanced Motorists (IAM).<sup>1</sup> Yet they are 2.5 times more likely to be involved in a serious crash.

Britain's most confident young drivers are in Northern Ireland where 87 per cent think they are better than average, yet they make up 26 per cent of those involved in crashes.

Britain's least confident young drivers are from Wales where 56 per cent think they are better than average.

Other findings include:

- 75 per cent of young male drivers think that they are better than average driver
- 68 per cent of young women think they are better than average driver

Contrary to the confidence of younger drivers,

official figures show that:

- While 8 per cent of drivers are under 25, they account for 22 per cent of drivers involved in serious injury and fatal crashes. They also drive, on average, about half the distance of older drivers each year.
- Nearly a quarter of all car drivers (133 out of 542 drivers) who died in 2012 were young drivers themselves.<sup>3</sup>

IAM chief executive Simon Best said: "A year ago the government committed itself to producing a green paper to tackle the safety of young drivers which has yet to be published."

"Our whole system of learning to drive must be overhauled to provide safe exposure to a wider range of traffic situations, but also the chance to discuss attitudes and risks. New drivers feel invulnerable and it is the job of government, training providers, insurers, charities and parents and carers to ensure they have the best training to reduce risk to themselves and others."





# Towing me, towing you

Peter Rodger said: “Whether you’re towing a speedboat, a horsebox, a caravan or another car, there are certain rules which must be applied. It is important to recognise the challenges which come with having to control not just one vehicle, but two.”

Rodger offers tips for successfully towing another vehicle:

- Watch the weight of the towed vehicle – this should not exceed 85 per cent of the car’s kerb weight. Excess weight will cause instability.
- Check the unit you are towing is secure before pulling away, and check again after a short distance. Look for anything loose, disconnected, missing or broken.
- Check that your extra rear lights are all connected and fully functional. Get somebody to help while you test the brakes and indicators. As well as additional lights, you will also need an illuminated number plate at the rear of the unit.
- Check the pressure of all tyres before you

set off, bearing in mind those of the towed unit as well as your own vehicle.

- Stopping distances and the space between you and other vehicles should be increased appropriately, allowing for the extra weight you are carrying. You should also allocate more time to overtaking, positioning yourself for turns, parking, pulling into traffic streams, changing lanes and joining and leaving motorways.
- Use your mirrors frequently - the fact you have lost the use of your rear view mirror makes extended door mirrors very useful. Extended towing mirrors are not a legal requirement, but you will have a better feel for overtaking and reversing.
- Be aware that reduced speed limits usually apply when towing vehicles, and remember to extend courtesy to vehicles following you by allowing them to pass.

If you would like any further help and advice on towing, you may want to consider signing up for a manoeuvring course with the Camping and Caravanning Club, which now has a tie up with the IAM’s own towing test.





# Is our driving test fit for purpose?

Thirty per cent of young drivers (aged 18-25) admit to breaking the law during their first few years on the road, according to a poll by Vision Critical and road safety charity the Institute of Advanced Motorists (IAM).

Despite spending many weeks learning to pass the test, a majority (68 per cent) of younger drivers feel that they need to improve. Twenty-five per cent of young drivers admit to crashing.

These are backed up by official figures which show that:

- A fifth of people killed or seriously injured in a reported road accident in Great Britain during 2012 were involved in a collision where at least one of the cars was driven by a young driver.
- Around 22 per cent of all accidents involved at least one young driver. The

32,400 accidents involving at least one young car driver resulted in 350 deaths and more than 4,100 seriously injured casualties.

- Nearly a quarter of all car drivers (133 out of 542 drivers) who died in 2012 were young drivers themselves.

IAM chief executive Simon Best said: “This survey shows that younger drivers simply don’t feel adequately prepared for independent driving. The current learning system is failing the next generation of motorists and there needs to be serious review. Early experience of a wide range of traffic conditions is vital but so is dealing with negative attitudes. This can be done most effectively through peer group discussions rather than just relying on stricter controls and curfews.”





The IAM's objectives for younger drivers and an improved test include:

- Road safety education as part of the school curriculum
- Theory and hazard perception tests be delivered online and in education establishments
- Insurance companies not penalising L drivers gaining experience in the family car
- A 12 month minimum learning period with a logbook to build experience safely
- A practical driving test that includes high speed roads
- Post-test assessment and training for all in the high risk early months of solo driving

## Top parking tips

- Park on the left-hand side of the road if possible.
- In a car park, try and reverse into parking spaces. It's safer when you're driving out and more fuel efficient as you'll be manoeuvring with a warm engine.
- Check your mirrors and over your shoulder frequently – you need to know what's going on around you. Don't just rely on parking sensors.
- When looking for a parking space, don't stop suddenly. Drive slowly past it and size it up to see if your car will fit. And if you can't stop because you have traffic behind you, drive on. Don't stop suddenly.
- At the supermarket, try and park away from trolley parks and corners to avoid your car being damaged by trolleys.
- Leave enough space for a large vehicle to pass your vehicle and for pedestrians to get past easily.

IAM chief examiner Peter Rodger said: "Parking is an essential part of driving which many people find stressful. Don't feel pressurised by other drivers waiting for you to park – it's important do it at a sensible pace."





**Closing date for the Autumn Edition of the TGAM e-Newsletter is 20<sup>th</sup> July.**

**All contributions would be very welcome.**

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