

# 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 136**

**Autumn 2015**



**TAUNTON GROUP OF ADVANCED MOTORISTS**

# **e-NEWSLETTER**

**Published Quarterly**

**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 group officers BUT can be inspected at any suitable time provided just cause can be proven.

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# Chairman's Corner



By Andrew Griffiths

Summer's been and gone by the look and feel of the weather. So far at least, it's been somewhat of a washout.

I went to Swansea Bay a few days ago and the beaches were empty, the skies were full (of rain clouds) and the promenades had just a few seasoned holiday-makers toggled up in rainwear and trying to stay upright in the wind. We decided to have coffee in a restaurant overlooking the bay – everyone else had the same idea but although it was packed and the weather was awful, there was a spirited atmosphere in the place.





The drive to Swansea from Somerset was pretty dreadful in terms of spray on the M5. It was reassuring to see drivers driving accordingly; I did note however that it is fairly common practice for a car overtaking another to pull back in too early leaving a very small margin between them and the car they've just overtaken. This has consequences as the increased spray hitting the overtaken car reduces visibility dramatically – well it would wouldn't it?

Remember the benefits of leaving a good following distance from the vehicle in front;

- It gives more visibility around the vehicle in front so your driving is proactive and not reactive.
- It provides a safe stopping distance (the distance you can see to be clear in front of you in which you can stop safely and comfortably should the need arise. At 70 mph this is 96m or 24 car lengths....double it for wet conditions and x10 if icy!!)
- Space = Time to react
- It reduces spray coming from the vehicle in front.

So remember, when overtaking, to give space to the vehicle you are overtaking when moving back in and if it is raining, give more space to reduce the spray produced by your vehicle.

As mentioned above, the safe stopping distance at 70mph is 96m so this is your minimum following distance from the car in front. How can you judge this? Take a look at the marker posts at the back of the hard shoulder; these give the distance and direction to the nearest emergency telephone in the event of a breakdown and they are 100m apart. So use these to determine your following distance such that when the vehicle in front passes one, you pass the previous one.

Motorways are the safest roads but some drivers fear them and even plan routes to avoid them. If you are one of these drivers, why not ask for a motorway session with one of our Observers; as a member of TGAM it will cost you nothing and all you need to do is ask and I'll arrange it.

TGAM is working with Somerset Road Safety, providing 90 minute motorway sessions for young drivers who have recently passed their





basic driving test. The sessions form part of the "Up To Speed" workshop SRS offers young, newly qualified drivers. The workshops run quarterly and the next one is on 20<sup>th</sup> August; so, if you know of a young newly qualified driver, maybe you could suggest they sign up for it with SRS, or put them in touch with me and I'll contact SRS for them.

For those of you who came along to our annual BBQ and classic car show, I hope you enjoyed it. It was, I think, the best attended in terms of vehicles on show - 31 this year! And it wasn't just about cars as we had a motorbike on display too. The burgers and hotdogs tasted great (cooked to perfection by Angie of Angie's Hotdogs). As in previous years, the venue was shared with cricketers but with some coordination, the two events (cricket match and our car show) work well; TGAM with Angie's Hotdogs and the cricketers with a fish-and-chip van... no chance of anyone going hungry I guess!

This year we thought we'd add something to our show by awarding a prize for the vehicle our judge deemed to be his favourite. It was a pleasure to have Tony Vaughan-Reed do the

judging, helped by his colleague Andy. You will recall that Tony and Andy came to talk to TGAM at our March social and Tony brought along his collection of classic Aston Martins, while Andy talked about the bare metal rebuild of his Ford Mexico; well Tony brought his silver DB5, now bearing a new number plate OO6, and Andy brought the Mexico he'd talked to us about. In the spirit of things they exempted their cars from the competition (well it might have looked suspicious awarding either of their cars the favourite!). Tony provided a winner's cup suitably engraved and you can read the article written by the winner later in this newsletter.

Tony, thank you very much for bringing your DB5 along, for judging the cars and for providing a trophy which we'll award annually.

TGAM had a pitch at the West Somerset Steam and Vintage/Classic vehicle Rally which took place at Norton Fitzwarren recently. We had a good number of volunteers lined up to help out over the two day event and we all had plenty of time to enjoy many of the displays and parades of the different classes of vehicle. Each time a mainline train sped past the site,





the noise from the steam engines all blowing their whistles for passengers on the train was deafening. The smell of steam, coal and oil was nostalgic... I think they ought to bottle the stuff and sell it!

There are photos of the steam rally elsewhere in this newsletter.

Please remember that in October, it is TGAM's AGM. I will be looking for new faces on the committee and more help to run the Group. As I've said on many occasions, it is unfair to expect me to fulfil the number of roles I currently have and after October I will not be continuing some of them so if they aren't filled things won't happen. There are over 130 members in our Group. The posts I need to fill as a matter of urgency are;

- Events coordinator
- Observer-Associate coordinator
- Committee member x2

So please give a lot of thought to giving up a small amount of time to help TGAM remain a success and help drive it forward.

Andrew

## September Members' Evening



# "Save a life in September"

**A local St John unit is coming to deliver a talk/demonstration.**

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



# 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	<a href="mailto:chair@tgam.org.uk">chair@tgam.org.uk</a>
Secretary/Membership Sec.	David Walton	<a href="mailto:secretary@tgam.org.uk">secretary@tgam.org.uk</a>
Treasurer	Geoffrey Stoate	<a href="mailto:treasurer@tgam.org.uk">treasurer@tgam.org.uk</a>
Associate Coordinator	Tony Hucker	<a href="mailto:coordinator@tgam.org.uk">coordinator@tgam.org.uk</a>
Webmaster	Paul Willitt	<a href="mailto:cmpw@tgam.org.uk">cmpw@tgam.org.uk</a>
Events Coordinator	<b>Vacant</b>	<a href="mailto:events@tgam.org.uk">events@tgam.org.uk</a>
Chief Observer/Masters Mentor	Andrew Griffiths	<a href="mailto:chair@tgam.org.uk">chair@tgam.org.uk</a>
Newsletter Editor	David Walton	<a href="mailto:ed@tgam.org.uk">ed@tgam.org.uk</a>
Committee Members	Rachel Bettiss	<a href="mailto:cmrb@tgam.org.uk">cmrb@tgam.org.uk</a>
	Brian Howe (President)	<a href="mailto:president@tgam.org.uk">president@tgam.org.uk</a>
	Janet Loader	<a href="mailto:cmjl@tgam.org.uk">cmjl@tgam.org.uk</a>





# GROUP OBSERVERS



Chief Observer and Masters Mentor	Andrew Griffiths
National Observer	David Perkins
Senior Observer	Michael Turner
Group Observer	Godfrey Davey
Group Observer	Guy Denton
Group Observer	Brian Dodd
Group Observer	Tony Hucker
Group Observer	Isobel Jennings
Group Observer	Alan Thomson
Group Observer	Hugh Todd
Group Observer	David Walton
Group Observer	Timothy Wheeler
Group Observer	Michael Wotton
Trainee Observer	Barry Keenan
Trainee Observer	Grant Lewis

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 Chief Observer, Andrew Griffiths.

The following IAM and 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 and 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 and TGAM members at all times.)



# CALENDAR

## COMMITTEE MEETINGS

8<sup>th</sup> October

10<sup>th</sup> December

11<sup>th</sup> February 2016



			SEPTEMBER
16	W	7:30 pm	Members' Evening – St John Ambulance "Save a life in September"
22	Tu	am or pm	IAM Skills Day – circuit based driver training at Croft
			OCTOBER
21	W	7:30 pm	ANNUAL GENERAL MEETING & Members' Evening – guest speaker Tom Docherty, Regional Operations Manager for IAM Southern Region
			NOVEMBER
18	W	7:30 pm	Members' Evening – Haynes International Motor Museum, a talk by Mike Wotton, one of our observers
			DECEMBER
5	Sa	12 for 12:30	Christmas Luncheon – Oake Manor Golf Club
16	W	7:30 pm	Members' Evening – Christmas Quiz



# MEMBERS' PAGE



Subscriptions will soon be due for the year commencing 1<sup>st</sup> October 2015. If you joined TGAM before 1<sup>st</sup> November 2014, you will receive a renewal form, but if you joined TGAM on or after 1<sup>st</sup> November 2014 on the Skill for Life programme, you will be pleased to know that your subscription for this coming year is covered by your initial payment when you first enrolled. Please check your Group membership card if you are not sure and contact me if you have any queries.

For those who are due to renew, we look forward to receiving your subscription, therefore the renewal form will be sent by post to you in early September, along with information regarding our AGM on 21<sup>st</sup> October 2015. Please complete it and send it to me with your payment as soon as possible.

If for any reason you are not renewing your membership, please let me know as early as possible as this will save time and money in sending reminders.

We do hope you will all remain members of the Group and thank you for your continued support.

Finally, we must stress again that if your subscription is not paid you may not be covered for Insurance. Those renewing as full members must also be fully paid-up national IAM members.

This particularly applies to Observers, who are strictly forbidden from taking an Associate out on a drive if this is not complied with.

Observers must also always check that their Associate has an up-to-date membership card before departing for a drive.





TGAM currently has 134 fully paid up members, of whom 15 are active associates and 12 qualified observers. In the last 12 months the group's members have achieved 16 test passes, three of them at First level, and one failure. This means that we have 95% pass rate compared to 83% nationally, so well done associates and their observers who helped them achieve such fantastic results.

### Advanced Driving Test Passes

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

	<u>OBSERVED BY</u>
Mark Drew (First)	Isobel Jennings
Robin Scott-Nelson	Michael Turner
Richard Hann	Brian Dodd
Hazel Snell	David Walton
Richard Hulbert	Hugh Todd
Tony Ellerbeck	Michael Wotton
Karen Hummel (First)	Andrew Griffiths

### The Membership Register

This quarter we have thirteen new group members (several of whom have already passed their tests; starred\*). 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>
Tony Ellerbeck	Langport	Associate*
Les Gibbs	Taunton	Associate
Karen Hummel	Bridgewater	Associate*
Gavin Strathie	Sparkford	Associate
Marie Kynaston	Bridgewater	Associate
Ralph Coulson	Taunton	Full
Peter Crea	Nailsbourne	Associate
Heather Keane	Williton	Associate
Fiona Attwood	Wellington	Associate
Kenneth Harding	Taunton	Associate
Tina Martin	Cullompton	Associate
Stewart Ashcroft	Creech St Michael	Associate
Martin Wills	Taunton	Associate

David Walton, Membership Secretary





## **October Members' Evening**

# **ANNUAL GENERAL MEETING**

**The Group AGM will be taking place and all members, associates and friends are invited to attend.**

**We have also invited Tom Docherty, the newly appointed Regional Operations Manager for the IAM Southern Region, to come and talk to us on a subject of his choice. Details to follow.**

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

We have all been in heavy traffic. Stuck without moving for minutes at a time. The next time this happens, just think of this little poem...

Smiling is infectious;  
you catch it like the flu.

When someone smiled at me today,  
I started smiling too.

I passed around the corner  
and someone saw my grin;  
when he smiled I realised  
I'd passed it on to him.

I thought about that smile,  
then I realised its worth,  
a single smile just like mine  
could travel round the earth.

So, if you feel a smile begin,  
don't leave it undetected.

Let's start an epidemic quick  
and get the world infected!

**Andy Mayes**





# Classic Car BBQ Wednesday 15<sup>th</sup> July

By Brian Howe

This was a terrific evening which everyone I spoke to enjoyed immensely. I noted 27 cars and 1 motor cycle, but someone else told me there were 31 cars. It was a very hectic evening for me and others, so I may well have missed some. What I recorded was our Chairman's lovely Mercedes 500SL, Tony Vaughn-Reed's stunning Aston Martin DB5, a much later DB7, Andy's Ford Escort Mexico Mk1,



Tony Vaughn-Reed's stunning Aston Martin DB 5 Superleggera

a super rare Ford Capri Mk1 which won a prize, 6 Triumph Stags and a TR6, (who knew there were that many in Somerset?), 7 Morgans ranging from 1980 to 2014, 2 Sunbeam Alpines and an extremely rare Alpine Le Mans, (And I've just thought, was there a Sunbeam Tiger as well?), 2 Morris Minors, (one a cabriolet and the other a 2 door saloon),





a very nice 23 year old BMW 735i, (Where have they all gone in the last few years?), Lee Jones's incredible, fully functional, Austin 1100 Police car, (of which apparently, only 4 working cars remain), then there was a fairly late but future classic in the form of a Honda S2000. These were rounded off by Grant Lewis's huge Honda 1800 motor cycle. (Yes! I did say 1800cc!).

I would like to express my thanks to all who helped organise the presence of so many beautiful cars, too many people to list but I will also thank the Stag Owners Club, the Sunbeam Alpine Owners Club and the Morgan Owners Club, and especially the TGAM Group members who are associated with those clubs. Also huge thanks go to Angie and Simon of Angie's Hot Dogs for providing and preparing our sumptuous 'BBQ'. This was paid for jointly by the TGAM Raffle Fund topped up by Group funds, making for a totally FREE evening for ALL who attended. And finally my grateful thanks go to Janet Loader, TGAM Committee Member, for organising yet another fantastic raffle and raising so much money towards our FREE evening.

Brian L. Howe















# The Sunbeam Alpine Story

By Bob Standing

## Series V : The Final Version 1965 to 1968

*Alpine gets a larger engine*

From 1965 all Rootes models in the "Light Car" range were fitted with an engine enlarged to 1725cc, achieved by lengthening the stroke, and the crankshaft was given five bearings instead of three. The Alpine engine was now fed by twin Stromberg CD 150 carburettors which produced 92.5bhp [net] and 103 lbs ft of torque, representing a 12% increase over the



Series IV. A closer ratio gearbox also helped to make this the most tractable Alpine to date, having greater acceleration in the mid-gears. However, most contemporary road tests still found the car just shy of achieving 100 mph.

Detail improvements were made to the body, including foot well ventilation and, for the Tourer, a revised method of stowing the hood. As with the Series IV, a Tourer with hood [and optional hard top] and a GT with hardtop only





and improved trim were available. Both models now had negative earth electrics fed by an alternator.

I have been a Sunbeam Alpine Owners Club member since 1987, Club magazine editor for 4 years from 2007 and Club Treasurer for the last 4 years. GYP 55C has been owned by me since 1992. It was built in 1965 and carries Chassis Number B 395001106 as a Tourer. It has overdrive on 3<sup>rd</sup> and 4<sup>th</sup> gears and the optional chrome wire wheels. It is finished in its original Rootes colour of Forest Green which is similar to British Racing Green.

I found the car in a barn in Yeovil and ran it almost immediately more or less "as found" after changing a leaking fuel tank and a worn out clutch master cylinder. However in 2004 I

had it professionally restored and fitted with walnut dashboard and steering wheel normally found only in the GT model, a stainless steel exhaust system and electronic ignition.

Since then GYP 55C has achieved **"Best Series V Alpine"** at the **SAOC National Events 2005, 2007 and 2011**, **"Master Class" Runner-up** in **2006, 2008 and 2012 SAOC Nationals**, **SV Runner-up** in **2013 and 2014** and **"Best in Class"** at the **Yeovil Festival 2006**. In **2009** GYP 55C joined 50 Alpines in Cannes, France for the 50<sup>th</sup> anniversary celebrations of the first Alpine production. The car has also been featured twice in Classics Monthly and this year I am very proud to add the **"006" Cup as the winning car at the TGAM Classic Car Show**.







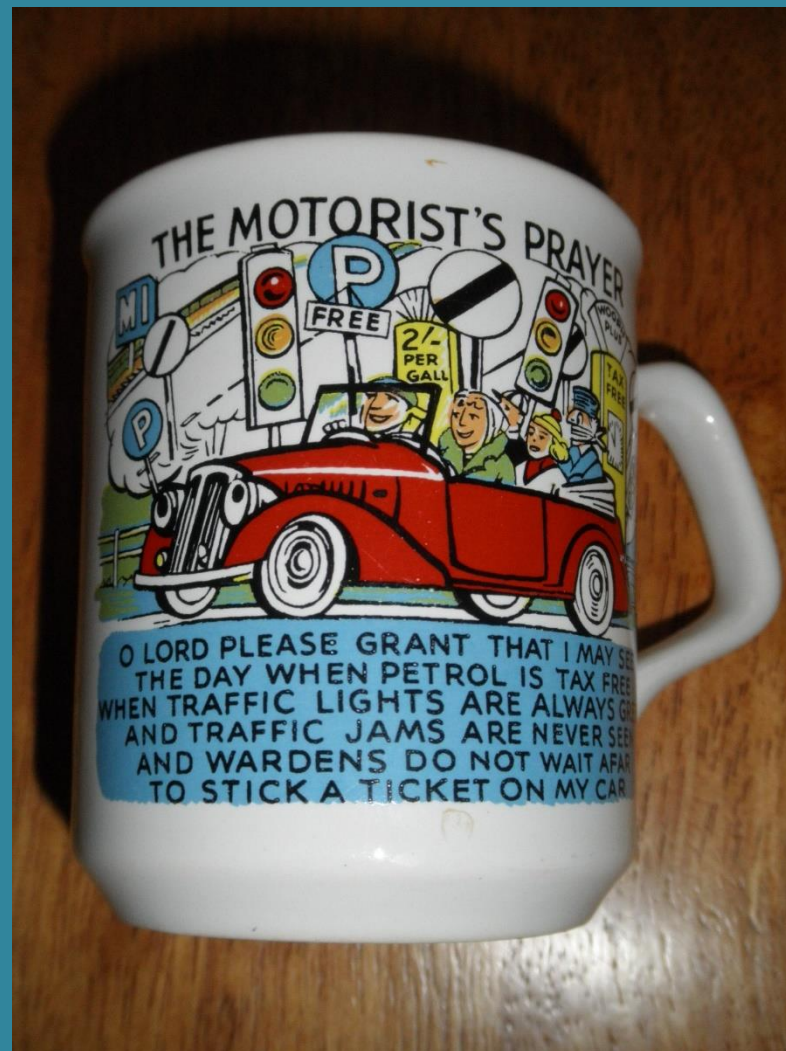
# The Motorist's Prayer

By Serena Lonton

This little rhyme is taken from a mug I gave as a gift to my father in the 1960's (see photo). My mother returned it to me after dad passed away, and I treasure it - it is definitely from a bygone era but it still makes me laugh!

Oh Lord please grant that I may see  
The day when petrol is tax-free  
When traffic lights are always green  
And traffic jams are never seen  
And wardens do not wait afar  
To stick a ticket on my car

If only...!





# TAUNTON ROTARY CLUB 50/50 CHARITY CYCLE RIDE 2015

## By Brian Howe, Group President

The Annual Rotary 50/50 charity cycle ride took place on Sunday 21<sup>st</sup> June, at 10:00am. I entered once again, (third year in succession), with Bob-the-Bike, my Mission Cycles Ground4orce quad cycle. Due to causing myself medical problems in the past 2 years, I decided to opt for the new 10 mile course this year. The idea of the event is to raise maximum money for charity whilst having maximum fun doing it. The sponsorship money is divided 50/50, 50% going to the Rotary Club of Taunton for their nominated charities, and the other 50% I will again be donating to Work-Wise, Taunton. If you wish to support me in this challenge and the valuable work of both Work-Wise Taunton and Taunton Rotary Club, please contact me as soon as possible, at [brianhowe178@yahoo.com](mailto:brianhowe178@yahoo.com) or telephone me on 01823 274410, and I will add your name and amount donated to my sponsorship form.



Pictured here, before the start, with Andy Caddick, Somerset and England cricketer.





## **A support centre for those seeking ways into work.**

Work-Wise is a fairly new project which started in April 2014 and has already helped a significant number of people, jobseekers and volunteers alike.

Sadly there is a significant number of people who need help with developing communication and interpersonal skills, improving their self-esteem and gaining the confidence to realise that they can find employment; paid or voluntary. Those who would benefit from an informal approach, and the support to improve computer literacy, CV writing etc. will find it here, as well as somewhere to sit and chat with a volunteer mentor over tea/coffee and toast.

An important part of this project is to provide a safe haven for those who need extra time, and space, to reach a point where they feel able to seek employment or training; especially those who have had difficulty accessing organised job seeking and support through agencies and organisations such as Job Centre Plus and existing job clubs in Taunton Deane or who may need additional support between appointments.

Following research over the last three years, and discussions with various agencies, it is clear that there is a gap in Taunton, which Work-Wise can help to fill. Too many young people have left school without sufficient life skills and employment potential, while others who face life changing situations, i.e.; former service personnel, reformed drug addicts, those in sheltered accommodation, ex-offenders, etc. can feel they lack appropriate support and/or acceptance.

The changes in state benefits and the closure of local businesses, due to the recent economic climate, have added to the problems of some families and individuals. Job Centre Plus and other agencies do







not have the luxury or time to cover all the existing needs, or meet the increased demands; they acknowledge there is a need for a specific targeted, but not target driven, project such as Work-Wise in Taunton.

The project is already being supported by the Methodist and United Reformed Churches in Taunton, and additional funding is being sought through other local churches/denominations, as well as local businesses, charitable bodies and other grant providers.

“It is an excellent project and I was impressed by everything you showed me.” Jeremy Browne.

We feel it is important for this in part to be a Taunton ‘owned’ and supported project, and have already secured some funding towards Information Technology through Somerset Community Foundation.

Work-Wise is overseen by the Project Manager with a team of volunteer mentors who welcome, provide hospitality and offer support, as appropriate, to clients who walk in or are referred by other organisations.

Your consideration of this project would be greatly appreciated and if you are able to

provide either financial support or professional advice, this would not only benefit the project, but would also be acknowledged in our publicity. We would welcome the opportunity to talk to individuals, businesses or groups.

To find out more about Work-Wise and to become involved as a volunteer or supporter:

Contact: Liz Lewis, Project Co-ordinator

Work-Wise  
The Lecture Hall  
Taunton United Reformed Church  
Paul Street  
Taunton  
TA1 3PF

01823 325030

[info@workwise-taunton.org.uk](mailto:info@workwise-taunton.org.uk)

[www.workwise-taunton.org.uk](http://www.workwise-taunton.org.uk)

Supported by Somerset Community Foundation.  
The Lottery Fund. The United Reformed Church.  
The Methodist Church.

Liz Lewis and Brian L. Howe.





## DID YOU KNOW!

The word 'Petrol' was coined by Frederik Simms in 1890. He believed that abbreviating the term 'Petroleum' would reduce the public's fears about the flammable properties of the fuel.

Hand-cranked petrol pumps did not become a common sight on British garage forecourts until the twenties; before then, most fuel had been sold in two-gallon containers.

The first leaded petrol was introduced in 1923 by General Motors in America as an 'anti-knock' agent for smoother engine running.

A driver survived the San Francisco earthquake for four days - he was trapped in his crushed Suzuki Swift.

A dozen vehicles crashed in Seattle as drivers were distracted by a double rainbow. Six people were taken to hospital.

In the seventies the late Tommy Cooper, on learning that 20% of traffic accidents were caused by drunk drivers, pointed out that sober drivers must have caused the remaining 80% - therefore, if all drivers got drunk there would be an immediate reduction in the number of accidents. Just like that!

Eight new Open Corsas on a transporter were crushed in a freak accident. The lorry had slowed for road works when a truck hit it from behind and rode up the ramp, smashing into the cars.

A wedding day chauffeur used bottles of bubbly to put out flames as his Bentley caught fire outside the reception venue in North Yorkshire.

The first self-service petrol pumps opened for business at a garage forecourt in London.





The Hall flying car did get airborne in 1947 but the inventors gave up after trees sheared off both wings when it landed on a narrow US road.

A Tokyo collector has bought the oldest Mini in the world for £12,500. The 1959 Austin 7 Mini is the earliest example of the car.

Unmarked police cars fitted with forward, side and rear-facing video cameras are being used to catch aggressive drivers in the USA.

Anthropologists David and Dorothy Counts are planning a study of retired couples who spend their time travelling in their campers.

Munich police put shop dummies in the back of unmarked patrol cars so they can pose as families on outings to trap speeding motorists.

Police who caught a driver doing nearly 120 mph in a 60 mph limit found he was registered blind. Now the 40 year old faces a charge of fraud as well as speeding.

A London based Frenchman built the Ornithopter car in 1910. It had flapping wings - but never actually got off the ground.

INSENSITIVE! I should say so! In June my IAM membership was due and the new membership card arrived showing 'Full Member'. So following a mistake last year, probably on my part, I requested an alternative membership category. I was told of a long standing, yet little known, category called 'Former Driver'.

Ideal, I thought. I will apply for that. I don't mind that the membership fee is the same. It's all supposed to go towards 'Road Safety' anyway.

I duly telephoned IAM head office requesting 'Former Driver' membership. A couple of days later the new replacement membership card arrived showing....Yes! You guessed it, 'Full Membership'. It was identical to the original. What a waste of time, money and resources. All of which could have been deployed somewhere useful.

To add insult to injury, the final line of the letter read, "May I wish you many more miles of safe driving and thank you for your support of the IAM". This was after I had explained that I had been unable to drive since September 2012, on medical grounds. INSENSITIVE! I should say so! I think the Membership Manager must have been a bit woozy that day.

Brian L. Howe. Hon. President.



# Driving By The Book

By John Dowell

Could you find a modern book relating to driving a motor car which would take you through each detail of what to do to get the car moving? Answer – no!

An explanation of what the controls do is about as much as any book will divulge.

So we can't get into a car and, having a book on our laps, drive along the road whilst reading the information.

Death trap: which is why we all start by having someone sitting at the side of us to make sure that we understand precisely what we need to do and to understand the various controls.

Early books, however, assumed the owner/driver would want to drive straight out of the showroom with the instruction book before them. The lucky ones may be given a quick run

round the block by the salesman – but then it was each to his own.

*“After fixing upon a suitable stretch of road, the novice should ascertain if the accumulators are charged and the radiator filled with water and the petrol tank full.*

*Different levers should be studied, including the spark, throttle and air levers.*

*The engine is now ready for starting, but before doing so make sure that the brakes are on and the gears out, i.e. the gear lever is in the free notch.*

*The engine may now be started. It is easy to tell when the engine is getting the proper mixture; there is a ‘hum’ about which is the sweetest note to the ear of the motorist.*





*When seated put your left foot on the clutch pedal and push; the clutch is now withdrawn and will not return to the engine power until the pedal is released. Take off the brakes and put the gear lever into first notch. Raise the foot from the pedal very gently and the car will begin to move away."*

Extract from "The Modern Motor Car" by W. Galloway Duncan M.I.M.E. Published by Cosby Lockwood 1911.

My favourite, is "*First Lesson*" taken from "Motor Driving Made Easy", Iliffe and Sons circa 1919. I have used this in demonstration whilst lecturing and I leave the reader to come to their own conclusions!

*The instructor – amateur or professional – should drive the car to a fairly level wide road, which runs straight for several miles and carries a minimum of traffic. He should then change down to second gear, throttle the*

*engine down to a speed at which it is not obtrusive, and change places with the pupil, who will be occupying the seat at his side. The interchange of seats is easily made with the car in motion, the pupil slipping behind the instructor, who all but stands on the floorboards to the left of the wheel. The instructor retains permanent control of everything except the steering: the pupil is not allowed to touch any lever, or to place the feet on any pedals. For the first minute or two after the change of seats the instructor keeps his hands on the steering wheel, only withdrawing them when the pupil begins to gain confidence. The instructor helps to steer when traffic is encountered; opens the throttle a little if any mild hills necessitate extra power; and stretches his feet over the brake and clutch pedals to stop the car in case of need."*

Wasn't life simple!







# West Somerset Steam and Vintage/Classic vehicle Rally

A picture is better than a thousand words...



The TGAM stand all set up and ready to go on Friday afternoon – one of the first stands and in a prime position; and on Sunday, manned by the usual suspects



Our professional looking display unit with all the latest IAM material ready to encourage new members







A 1934 Morgan three wheeler on its way to the ring



An immaculate Austin Metropolitan



Bob the bike's last outing with Brian



An Alvis awaits its turn in the ring





A Series 1 E-type Jaguar 3.8 litre from 1962



An Austin Healey 3000



An SS Jaguar 100 replica



A 1964 Triumph TR4 with what Porsche called a 'Targa' hard top when it appeared on the 911 5 years later



# PCV (FORMERLY PSV) DRIVERS HOURS REVISED 2009

## A BRIEF GUIDE TO EU RULES - PART TWO - REST PERIODS

BY BRIAN HOWE

Information from “Rules on Drivers’ Hours and Tachographs”. Passenger-carrying vehicles in the UK and Europe. (Revised 2009). *N.B. These rules may have been updated since 2009.*

**Daily rest periods.** A driver must take a daily rest period within each period of 24 hours after the end of the previous day or weekly rest period. An 11-hour (or more) daily rest is called a regular daily rest period.

A **rest** is an uninterrupted period where a driver may freely dispose of his time. Time spent working in other employment or under obligation or instruction, regardless of the occupation type, cannot be counted as rest, including work where you are self-employed.

24-hour period: Driving + other work + breaks = 13 hours. Regular daily rest 11 hours.

Alternatively, a driver can split a regular daily rest period into two periods. The first period must be at least **3 hours** of uninterrupted rest and can be taken at any time during the day. The second must be at least **9 hours** of uninterrupted rest, giving a total **minimum rest of 12 hours**. For example: 24 hour period: Driving + other work + breaks = 8 hours. Rest 3 hours. Driving + other work + breaks = 4 hours. Rest 9 hours.

A driver may reduce his daily rest period to no less than **9** continuous hours, but this can be done no more than **three times** between **any two weekly rest periods; no compensation** for the reduction is required. A daily rest that is less than 11 hours but at least 9 hours long is called a **reduced daily rest period**.

24 hour period: Driving + other work + breaks = 15 hours. Reduced daily rest 9 hours.







When a daily rest is taken, this may be taken in a vehicle, as long as it has suitable sleeping facilities and is stationary. To summarize, a driver who begins work at 06.00 on day 1 must, by 06.00 on day 2 at the latest, have completed either:

A regular daily rest period of at least 11 hours; or  
A split regular daily rest period of at least 12 hours; or

If entitled, a reduced daily rest period of at least 9 hours.

**Regular daily rest:** A continuous period of at least 11 hours rest.

**Split daily rest period:** A regular rest taken in two separate periods – the first at least 3 hours, and the second at least 9 hours.

**Reduced daily rest period:** A continuous rest period of at least 9 hours but less than 11 hours.

**WEEKLY REST PERIODS.** A driver must start a weekly rest period no later than at the end of six consecutive 24-hour periods from the end of the last weekly rest period.

Week 1: 2 days work, Rest 45 hours (2 days), 144 hours (6 days) work, (remaining 3 days of (2 days), 80 hours work (remaining 2 days of week 2 + first day of week 3), then Rest 45

hours. A regular weekly rest period is a period of at least 45 consecutive hours.

A **weekly rest period** is the weekly period during which drivers may freely dispose of their time. It may be either a 'regular weekly rest period' or a 'reduced weekly rest period'.

**Note:** An actual working week starts at the end of a weekly rest period, and finishes when another weekly rest period is commenced, which may mean that weekly rest is taken in the middle of a fixed (Monday-Sunday) week. This is perfectly acceptable – the working week is not required to be aligned with the 'fixed' week defined in the rules, provided all the relevant limits are complied with.

Alternatively, a driver can take a reduced weekly rest period of a minimum of **24** consecutive hours. If a reduction is taken, it must be compensated for by an equivalent period of rest taken **in one block** before the end of the **third week** following the week in question. The compensating rest must be attached to a period of rest of at least **9 hours** – in effect either a weekly or daily rest period.

For example, where a driver reduces a weekly rest period to 33 hours in week 1, he must





compensate for this by attaching a 12 hour period of rest to another rest period of at least 9 hours before the end of week 4. This compensation cannot be taken in several smaller periods. (See example below.)

**Weekly rest.** **Week 1**, 33 hours. **Week 2**, 45 hours. **Week 3**, 45 hours. **Week 4**, 45 hours + 12 hours compensation.

A **regular weekly rest** is a period of rest of at least 45 hours duration.

A **reduced weekly rest** is a rest period of at least 24 hours but less than 45 hours duration.

In any **two consecutive 'fixed' weeks** a driver must take at least:

**Two regular weekly rests;** or

**One regular weekly rest and one reduced weekly rest.**

**Note:** Other weekly rests of any type may be taken in any two consecutive 'fixed weeks' in addition to this minimum requirement.

The following is an example of how a driver's duties might be organised in compliance with the rules on weekly rest, which allow two reduced weekly rest periods to be taken consecutively. This complies with the rules because at least one regular and one reduced

weekly rest period have been taken in two consecutive 'fixed weeks'.

**Week 1**, 45 hours rest. 5 days working. **Week 2**, 24 hours rest. 5 days working. 27 hours rest. **Week 3**, 5 days working. 45 hours rest.

A weekly rest period that falls in two weeks may be counted in either week but not in both. However, a rest period of at least 69 hours in total may be counted as two back-to-back weekly rest (e.g. 45 hours weekly rest followed by 24 hours) provided the driver in question does not exceed 144 hours (6 days) work either before or after the rest period in question.

Where reduced weekly rest periods are taken away from base, these may be taken in a vehicle, provided that it has suitable sleeping facilities and is stationary.

**Note:** Operators that utilise a cyclical shift pattern should take care that their shift patterns allow for compliance with the rolling two-weekly requirements for weekly rest and compensation.

Para-phrasing a well-known song: "Dizzy, my head is spinning. Like a whirlpool it never ends. And its RULES, girl ,making me spin". God bless the EU and all who sail (or sink) in her rules and regulations.

Brian L. Howe.





# Is the great Diesel doomed?

By Vaughan Hyett, first published in Plymouth & District Advanced Motorists' excellent newsletter

Ask any man, woman or child to name two types of car engine and the vast majority will probably say 'Petrol and Diesel', although there will always be some clever-clogs that pipes up with; 'reciprocating piston and Wankel rotary'!

Diesel is named after an inventor and engineer who is largely responsible for the ignition of this most common of engine types. Petroleum on the other hand is not named after a person, but is based on the Latin meaning 'rockoil'.

I would like to point out at this stage that although Mr. Diesel may have brought the invention into the mainstream, it was an English inventor who actually had the initial idea, as with so many great inventions. Herbert Akroyd-Stuart experimented with Paraffin internal compression-combustion from about 1885, but dropped his research in 1893 after some level of success. Akroyd-Stuart's engine design was largely the same basic principle as the post-dated Diesel engine, so shouldn't it be called an Akroyd-Stuart engine then?

Rudolf Christian Karl Diesel was a German mechanical engineer and inventor born in 1858 in Paris, to Bavarian immigrant parents. He unfortunately disappeared while on a ship bound for London in 1913 for a meeting aged just 55. He had eaten dinner, retired to his cabin and was never seen alive again, the majority think that he committed suicide which would appear the most likely conclusion as his overcoat and hat were found neatly folded in a pile on the edge of the deck some time later. A body was found in the water days afterwards and identified from personal effects by Mr. Diesel's son. A sad end to this most talented of men.

Anyhow, on a lighter note, his engine:

A Diesel differs from a petrol engine in several fundamental ways. A petrol engine has a spark plug which ignites a mix of air and fuel when the piston is at a certain point in the cycle within the bore. The consequent explosion or combustion blasts the piston down, pushing on the crankshaft via the connecting rod creating





the turning of the shaft, and then eventually through lots of other shafts and gears to the wheels.

A Diesel however does not have a spark plug. It uses the internal pressure within the combustion chamber and piston to 'squeeze' the air, creating a vast amount of heat, and when the fuel is injected it ignites and pushes the piston down. You may have noticed the majority of Diesel vehicles have a glow plug light on the dashboard, this glow plug is in the bore preheating the chamber to ignite the first injection of fuel, hence why you have to wait until the light goes out before starting the engine.

All Diesels being fuel injected; this is due to the pressure inside the bore throughout the cycle being so much higher, whereas in a (carburettor) petrol engine the suction created by the piston going down is enough to draw in more fuel-air mixture. Diesels need to inject their fuel in order to force it into the higher pressure cylinder.

Nearly all modern Diesels will also have at least one turbo. Turbochargers are driven by the exhaust gasses being expelled, and by

employing a series of turbines this in turn pressurises the air being forced into the engine. More fuel and air in, more bang, more power. If you have ever driven a non-turbo Diesel car you will know why, they are slower than a snail with mobility issues!

Which brings me neatly on to the characteristics of driving a Diesel. I'm sure that most of you will have at least driven a Diesel powered car, if not own one. You may have noticed that there is a lot more 'shove' lower down in the rev range, meaning that unlike most naturally aspirated petrol engines (no forced induction i.e. no turbo or supercharger) you find that you do not need to rev the engine to a great extent in order to gain the required power. This can mean that Diesel cars are in fact easier to drive than petrol cars for most 'normal' drivers because they do not need revving as highly.

It may be worth mentioning here that Diesel engines commonly reach their peak revs, or 'red line' at around 5,000 RPM (revolutions per minute), whereas petrol engines will top out at anything from 6500 9000 RPM for most mass market cars. A lot of people are under the





common misconception that by revving their engine highly they are somehow damaging it.

This is far from true. Do you think the likes of Toyota, Ford or Citroen would sell cars to the public that will blow up if revved...? No! (Well a Citroen might well do, but that's a different story). Simply put; if your engine is nice and warmed up aiding good oil circulation, and you need some more power to overtake or pull away keenly, leave it in gear and feel free to rev it up to its maximum RPM. The engine will thank you for it as you are keeping the internals cleared out and working well, its also a lot more fun!

I digress...

After the introduction of the Diesel to the everyday family car range in the late 70's and on through to the 90's, they became the choice of engine for some that were seeking economy and perceived environmental cleanliness. This attitude largely remains to this day amongst those who aren't up to speed with the latest research, however we seem to be at the beginnings of a U-turn in this viewpoint.

Boris Johnson, mayor of London, has recently announced that there will be an increase in the

congestion charge for Diesel cars and the government are making tentative noises about increasing the road tax cost for Diesels. Other large cities throughout the UK are also considering added charges for Diesels to enter their centres.

Car companies are very aware of this too. Diesel cars commonly have numerous and varied filtration systems within their exhaust pipes which petrol engines do not have, or need at present. This is due to the fact that Diesel engines produce very high levels of soot particulates, some of which can even be visible to the naked eye, you only have to drive behind an old bus to see this. Diesel engines also produce a high level of Nitrogen-Dioxide ( $\text{NO}_2$ ), much higher than most petrol cars, which can have serious ill effects on people's health, especially in towns and cities. Indeed in Paris there is a directive being set to ban Diesel cars altogether from the city centre by 2020, and that is with 80% of French cars being Diesel! This speaks volumes and I'm sure is the tip of the iceberg, indeed only the other day I heard from a reliable source that many thousands of deaths have been attributed to  $\text{NO}_2$  build up in cities. On the plus







side however, as far as the environment is concerned; there is an EU directive that all NEW Diesel cars must reduce their NO<sub>2</sub> emissions by September 2015 to that similar to petrol cars (80 mg/km for Diesel, 60 mg/km for petrol) under the latest 'Euro 6' legislation.

There is still a lot more to come from the automotive industry in trying to clean up the emissions of Diesels. One of the next big steps will be 'urea injection', indeed this is already in existence in some brand new cars as well as lorries and buses. This is exactly what it says on the tin, minute droplets of urea, or 'Adblue' as you will see it in the garage, being injected into yet another catalyst in the exhaust. This will change Nitric Oxide and NO<sub>2</sub> into N<sub>2</sub> or nitrogen and H<sub>2</sub>O or water. This is all well and good in principle, BUT; there will be yet more gadgets added to an already overcomplicated exhaust system thus having an impact on reliability and the life span of the vehicle. Garages are already saturated with Diesel cars with very expensive DPF (Diesel particulate filter) and EGR (exhaust gas recirculation) valve problems, this not aided, I dare say, by the engine never being revved properly by over cautious and naive drivers dawdling around

under 2500 RPM all day long! The other thing to bear in mind is that the DPF within the exhaust actually uses extra fuel in the regeneration process, increasing fuel consumption, ultimately decreasing the overall fuel efficiency of the car in order to clean the emissions... or to put it another way; robbing Peter to pay Paul! A typical DPF needs to be heated to over 600 degrees Celsius for around 20 minutes periodically in order to burn off the gathered particulates, this heat is generated directly from burning Diesel! This unfortunately has many knock on effects and at the risk of becoming over technical and boring, here is an example: Some modern engine management systems are programmed to over fuel periodically so that unburnt Diesel enters the exhaust post combustion, thus burning in the exhaust to create the necessary heat to regenerate the DPF.

A known side effect of this in a very well known and popular type of car, which I have discussed at length with an experienced mechanic, is Diesel fuel seeping through, past the piston rings, into the engine oil below. This gradually dilutes the oil, eventually rendering it useless. So... engine management light on!





Then an expensive, otherwise unnecessary visit to the garage to have your oil changed. This is just one example of the huge numbers of problems that are inevitably going to arise from over complication in the mad rush to reduce emissions.

So to summarise: Under Euro 6 the exhaust gases will have to pass through no less than 4 separate devices in the exhaust pipe before seeing any daylight, the EGR valve, the catalytic converter, the DPF and then the new fangled urea injection, or to give it it's proper name 'selective catalytic reduction system'. My father was always concerned about the electric windows going wrong... there's going to be a bit more to worry about than that now! It won't end there either. Car makers are trialling new gadgets all the time to add to this exhausting train of silliness in the ever raging battle to lower harmful emissions.

Car companies are not only ploughing massive amounts of cash into filtering Diesel emissions, they are also working hard trying to make petrol engines more economical... they are, after all the only viable eco option in the short term, before electric or other alternatives become

realistic. Small capacity, high compression, highly forced induction petrol engines are emerging on to the market with MPG (miles per gallon) figures matching their Diesel siblings. Look no further than the 'Ford 1.0 litre Ecoboost' engine to see this in action. Fiat have also had a crack with their 2 cylinder 'Twinair' in the likes of the Fiat 500, although this hasn't had quite the same results yet... but its early days.

So what can we expect to happen in the future?

With the imminent added tax and restrictions encroaching on the Diesel engine and petrol engine technology allowing their efficiency to catch up, is the Diesel engine doomed? Diesels still very much have their place, in lorries, boats and other heavy vehicles they provide the large amount of torque needed to pull them along (that low rev 'shove' I mentioned earlier). For our private cars however I see smaller and smaller capacity petrol engines with higher and higher power outputs, using less and less fuel, combined with electric motors and ever more quick charging, high capacity batteries becoming the norm.





It's simple, we need to be using less fuel to allow our dwindling oil reserve to last for as long as possible and we need to make sure that our planet stays as clean as possible. Does the 'dirty Diesel' have any place in this vision of our future?

Petrol powered cars are comparatively cheaper to buy second hand on an average basis at present. In the UK at least, petrol is cheaper at the pumps. Petrol engines are simpler and lighter in their basic design so are less likely to break. They are generally a lot more fun to drive because of their characteristics. They are, as it turns out; cleaner, until more is done about Diesel emissions. And finally; petrol powered cars tend not to sound like a tractor!

Having said all this, I currently own a Diesel car! Hopefully not for much longer (he states rather sheepishly), I'm getting ahead of the game and changing it for a petrol car as soon as possible!

Clean and safe motoring to you all... and remember keep your engine cleansed and happy by 'giving it a bootful' every once in a while (when safe and appropriate), it might just pop a cheeky little grin on your face as well!

## **November Members' Evening**

# **HAYNES** **INTERNATIONAL** **MOTOR MUSEUM**



**A talk by Mike Wotton,  
one of our observers**

**More details in the winter newsletter**

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



**TAUNTON GROUP of  
ADVANCED MOTORISTS  
CHRISTMAS LUNCHEON**

**to be held at**

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

**on Saturday 5<sup>th</sup> December 2015  
12 noon for 12:30pm**

*Menus and booking forms will be sent out shortly, with the AGM invitations*







# DRIVER ASSESSMENT

By Johnny Fleetwood of AOL Cars - circulated in IAM Inform last week

So you think you're a good driver? For the majority of motorists, myself included, years served behind the wheel are often considered an indicator of driving competence. And while there's certainly a lot to be said for skills honed over thousands of miles of driving, we can often fall into bad habits.

Handily, for those who feel as though their driving could do with some improvement – or just want to show off just what good drivers they are – the Institute of Advanced Motorists (IAM) is at hand. For well over 50 years, this road-safety charity has aimed to improve the ability of all manner of road users, with tuition originally based on the police road craft manual; used by highly-trained coppers more accustomed to high-speed chases than the grind of the morning commute.

But just how good does one's driving have to be to pass the organisation's notoriously

rigorous advanced driving test, and gain the kudos (not to mention insurance benefits) that goes with it? To find out I teamed up with Mark Lewis, the IAM's director of standards, for a driver assessment. With years of experience of driving for everyone from the Metropolitan Police to the United Nations, he's certainly best placed to tell me where my road craft could do with improvement.

Sat in the driver's seat, I'm immediately taken back to my first driving test – the sense that your every move is being scrutinised, making what is an everyday task seem overwhelming. Thankfully, this being merely an assessment and not the test proper, Mark is friendly and chatty, and immediately puts me at ease.

Firstly, an advanced driver should know his car inside out, and would be able to reach important buttons such as the hazard warning lights without looking. I, thanks to using a





borrowed car, fail in this respect. No matter, there's only so much I can do wrong by backing out of a parking space to start our drive.

Wrong again. Despite thoroughly checking all angles, and slowly reversing backwards so not to be caught out by fast-approaching vehicles, Mark soon points out I'm not using all of my senses and suggests winding down a window to better detect an approaching vehicle I may not have seen. It seems it is this attention to detail that separates the men from the boys.

Joining a main road, I soon make another basic error. While we are told as learner drivers to leave a sufficient gap between the car in front in queuing traffic, how many of us get as close as possible without thinking? "Tyres and Tarmac," says Mark – leave enough of a gap to see both the road and the tyres of the car in front so you can get around it should it break down, or – even worse – the driver gets out in a fit of road rage.

However, by anticipating the moves of other drivers and improving forward planning, such

undesirable scenarios can largely be avoided. And so it is on to the motorway so Mark can assess my driving at higher speeds. My long-held loathing of middle lane-hoggers pays dividends here, and by giving ample room to those I anticipate needing to overtake slower traffic, I successfully negotiate our short stint on the M27 – even if some drivers were suggesting I travel above the speed limit by sitting inches from my back bumper.

Turning off the motorway and on to twisting country lanes, forward planning becomes ever more crucial. The tall hedgerows and narrow lanes leave little room for manoeuvre should a wide load or sudden road block come into view. Thankfully, Mark has some handy tricks up his sleeve to better assess what's coming up.

Firstly is to drive at an appropriate speed. The lanes of our Hampshire test route may be national speed limit, but it'd take a very foolhardy driver to blindly zip along at 60mph. Instead, try this: when approaching a blind corner, focus on the vanishing point of the road – the furthest point of asphalt that you can see.





Does this move consistently away from you as you drive towards it, or is it getting closer as you approach the bend? If it is the latter then you're travelling too fast for the severity of the curve. Try it out the next time you're out for a drive; it can take some getting used to, but once mastered it will save you the blind panic that comes with driving into a corner too quickly.

There are also other indicators as to the lay of the land ahead. Trees lining the roadside can often show the direction the road is heading, but foliage brings its own hazards. Always be ready to negotiate unseen hazards, says Mark. If there are trees there may be fallen branches, or a mass of slick, wet leaves on the road. Similarly, if you see horse manure on the road, assume that you'll come across a rider at some point up the road. Also, when's the last time you saw just one biker out enjoying a countryside blast?

While this guidance may seem like common

sense – and largely it is – it's amazing just how easy it is to forget it when you're driving, particularly if you're distracted or in a hurry. And even once you've gleaned some knowledge from a man as experienced as Mark, it's very easy to slip back into your default driving mode. The importance of putting advanced driving techniques into practice at every opportunity is paramount, and is key to raising the standard of one's driving.

Before taking this assessment I would have assumed that passing the IAM test would have been a walk in the park. The truth however, revealed in our post-drive debrief, although encouraging, suggests I have some work to do before I can join the ranks of the 10,000-plus (not a lot, is it?) motorists who can call themselves advanced drivers. However, even with this short exposure, I feel my driving has improved immeasurably, and such an assessment would no doubt prove useful to any driver, regardless of their years behind the wheel.





## Recent Releases from the IAM Press Office

### High-mileage drivers more dismissive of the worth of speed cameras

High-mileage drivers are more likely than any other type of road user to think speed cameras have 'little or no influence' in reducing the numbers of road casualties in the UK, according to a white paper issued by the Institute of Advanced Motorists' (IAM) Drive and Survive division.

The paper, titled Speed Cameras – The Views of High Mileage Drivers, also found 28% of high-mileage drivers have a negative view of speed cameras – 10% more than other drivers.

It also found that more than half of those surveyed felt they were little more than a 'money making tool' – more than another category of road user.

The white paper was commissioned by IAM Drive & Survive which is the commercial division of the IAM and provides driver risk management services including tuition for

companies and fleets.

The report stated with more than 6,000 speed cameras of various descriptions across the UK in operation, the time was right to ask if there was any greater acceptance of them amongst drivers who spend the greatest amount of time on the roads.

Some 60% of respondents to the survey thought there were other reasons why speed cameras had been installed, other than at accident black spots.

This compares to 39% of medium mileage drivers and 47% of low-mileage drivers thinking the same.

High-mileage drivers are also the most split on whether the money generated from speed awareness courses should be used to operate speed cameras.







And just over a quarter of high-mileage drivers believe speed cameras have not assisted in reducing the number of road casualties – the highest of any group. Some 27% of high-mileage drivers held this view, compared to 20% of medium-mileage drivers and just 16% of low-mileage drivers.

When asked how acceptable is it for authorities to use speed cameras at the side of the road to identify vehicles involved in speeding offences, 28% of high mileage drivers said it was unacceptable, compared to just 18% of medium-mileage drivers and 17% of low-mileage drivers.

The IAM Drive & Survive survey took in the views of 1,001 high, medium and low-mileage drivers. While just one in six low mileage drivers are sceptical of the positive influence of speed cameras, one in four high-mileage drivers are.

A survey three months ago by IAM Drive & Survive found 86% of fleets have experienced an accident in the past 12 months, while 100% of fleets have had an accident where one of their drivers was 'at fault'.

And government figures showed that between 2008 and 2013, 3,493 people were killed in accidents involving a driver/rider driving for work, including 515 in 2013.

Driving for Better Business says up to one in three road crashes involves a vehicle being driven for work. It added that every week, around 200 road deaths and serious injuries involve someone at work.

Sarah Sillars, IAM chief executive officer, said: "It is clear that there is a very big task when it comes to making high-mileage drivers see the worth of measures to reduce over-speeding. While we know that speeding is not the only cause of accidents and injuries, it is one of the major ones.

"Employers need to work with their employees to ensure that they appreciate the part they play in making our roads safer.

"The figures we have found show the great extent to which high-mileage and company drivers are involved in incidents. Therefore this educational task needs to happen sooner rather than later," she added.





## Scrapping of driving licence counterpart

The Institute of Advanced Motorists (IAM) is warning people to be aware of the changes that took effect on 8<sup>th</sup> June as the paper counterpart for the driving licence was scrapped.

As was the case with the abolition of the paper tax disc last October, the IAM fear many people are still confused or unaware of the implications of the scrapping of the paper counterpart.

The counterpart was introduced alongside the photo card driving licence in 1998 to include details such as any endorsements and which category of vehicles you are entitled to drive.

However this information is now stored electronically and any updates will not be shown on any written documentation you will have. These details can only be obtained via the DVLA driver record system, and be checked online (Ref. 1) or in writing by post.

As of 8<sup>th</sup> June the paper counterpart, or an old-style paper driving licence cannot be relied upon to carry correct or-up-to-date information

about endorsements or categories of vehicle someone can drive.

The counterpart will now carries no legal status, and the DVLA recommends you destroy it.

What is also changing is the procedure if you have to surrender your driving licence to a court in the event of an endorsement. The court will take your photocard and if you include the paper counterpart with your submission, the photocard will be returned to you but the counterpart will not.

You will be expected to pay your fine in the normal way however.

Another change is how to provide proof of your driving record to an employer or car hire firm, as your photocard or paper licence will not be enough in itself any more. You will need to access the DVLA's Share Driving Licence service for this (Ref. 1 again).

You will be expected to access the details yourself and print those off for submission to a car hire firm or employer. Or you can call the





DVLA and give a third party permission to check your driving record verbally.

If you are hiring a vehicle, it is important to check with the car hire firm beforehand what information they need. Other than downloading the information as detailed above, you can also obtain a special code from [www.gov.uk](http://www.gov.uk) which allows the hire firm access to your record for 72 hours to make the necessary checks. This applies to both holders of photocard and paper licences.

Sarah Sillars, IAM chief executive officer, said: "People are not aware of how many of the current procedures are changing. Similar to the abolition of the tax disc, they assume much of what has happened before will continue.

"The onus is very much on the individual to obtain the information they need beforehand. So we very much hope people will not be caught unawares, especially if they don't want a nasty surprise when arriving to collect their car at the start of their holiday."

Reference 1:

<https://www.viewdrivingrecord.service.gov.uk/driving-record/licence-number>

## **Rudeness, poor hygiene & bad driving: Top 10 first date turn-offs that really grind our gears**

Forget flowers and chocolates, it would appear that the surest way to woo a potential love interest is to grab the L plates and brush up on driving skills as a new survey from the Institute of Advanced Motorists (IAM) reveals the UK's biggest first date turn-offs.

Whilst rudeness scored highest in the list, with 81% of Brits citing bad manners as the worst thing a suitor can do, driving is a three-point turn off as nearly half of the 10 worst offences happen in the car before the date has even begun.

The research found road rage to be the worst first-date faux pas for almost half (46%) of people, whilst a similar number say texting at the wheel leaves them wanting to put the brakes on the date.

Talking on a mobile whilst driving appeared at number seven in the list, grinding the gears of 44 per cent of those questioned. And it's best to bin those crisp packets as nearly a quarter (23%) finds a dirty car unappealing.





### Top 10 first date turn-offs

1. Rudeness (81%)
2. Bad personal hygiene (80%)
3. No sense of humour (70%)
4. Being self-obsessed (69%)
5. Road rage (46%)
6. Texting whilst driving (45%)
7. Talking on a mobile whilst driving (44%)
8. Bad dress sense (40%)
9. Sweaty palms (25%)
10. Dirty car (23%)

### Top 10 first date turn-ons

1. Sense of humour (81%)
2. Politeness (77%)
3. Good personal hygiene (69%)
4. Good dress sense (50%)
5. Looks (44%)
6. Confidence (44%)
7. Generosity (29%)
8. Good driving skills (11%)
9. Great shoes (9%)
10. Nice car (7%)

A further 11% are irritated by someone who takes 15 minutes to park, whilst 13% of Brits find overly cautious drivers who go under the speed limit off-putting.

Other turn-offs include bad personal hygiene, which causes four in five (80%) of us to lose interest, and no sense of humour which shirks nearly three quarters (70%) of singletons. Being self-obsessed (69%) and sweaty palms (25%) also scored highly in the list.

On the flipside, more than one in 10 (11%) Brits say good driving skills get their motors running on a first date – beating a nice car (7%) and great shoes (9%).

The IAM's chief executive, Sarah Sillars said: "Bad driving not only has an impact on the safety of our roads, but can also affect your chances of romance. Being able to manoeuvre properly and drive carefully should be much higher up on peoples dating priorities."

The research revealed that Brits pick up on the driving skills of a date - good or bad - within the first 65 seconds of getting in the car, with half picking up on their potential partner's prowess behind the wheel in just 20 seconds.

Singles can improve their driving skills - and chances of romance - by signing up for a free IAM driving assessment worth £39 at [www.iam.org.uk/lovedriving](http://www.iam.org.uk/lovedriving). See if you can improve your 'pulling' power today.







# Tell the scammers to scam with tips from the IAM

This week's driving tips from the IAM's head of driving standards Peter Rodger are looking at how motorists can avoid intentionally staged road accidents that force insurance companies to pay out high claims. Here are Peter's top tips to help you stay clear of these scams.

- If you're travelling through busy urban roads stay extra alert and use your mirrors to keep an eye on what is going on around you. If you spot a hazard early, a motorist driving erratically, or a surge of oncoming traffic make sure you slow right down and stay back until you can pass them safely.
- To help anticipate a hazard ahead, always maintain a safe following distance from the car in front of you on roads, junctions and pedestrian crossings. As a rule of thumb you should maintain at least a two second gap behind any vehicle. This will give you more time to react and slow down if necessary, especially when the driver in front of you brakes suddenly.
- Be extra cautious of motorists tailgating behind you – the car might be trying to get your attention intentionally so you look at them. Whatever you do, focus on the road ahead and ignore any gestures another driver makes. If you feel threatened, pull over where it is safe and legal to do so and let them past first.
- If you don't think it is safe to continue with your journey simply don't proceed. Use your judgement to make progress only when you feel it is safe to do so. Even if you think a driver is flashing their headlights to give you way, think again – they may be flashing their headlights to distract you.





- Avoid getting into arguments with the driver behind you – this will only aggravate them and increase the chances of them crashing their car into yours. Road rage is one the reasons road accidents occur – simply don't react to another driver's bad behaviour. If, at any point, you do feel threatened pull over where it is safe and legal to do so and call the police immediately.
- If you have been involved in a collision and don't think it's your fault you should call the police. And if there is a suspected injury call the emergency services. Don't take the matter into your own hands.
- Make sure you collect all the driver's details and take as many photographs as possible, including any images of passengers that were in their car. If the photograph indicates there are fewer passengers in the car you can reduce the potential of any fraudulent injury claims being made.

- While witnesses may be able to offer a statement, a dashboard camera can be helpful in the event of an accident to help understand how the collision happened and who was involved. You may consider installing this in your car to help protect you against accusations and insurance fraud.
- For more information on how you can avoid insurance fraud please visit:  
<https://www.insurancefraudbureau.org/>

Peter said: "Being the victim of an intentional accident can be a very frightening thing, but you should be aware these incidents are very rare considering the number of car journeys made every day. But you can do a lot to prevent this happening to you. Always be alert of what's going on around you, and avoid the distraction techniques we have talked about – and your journey will be drama free."





# How not to blow a gasket when driving in the countryside

Driving on rural roads can be a highly enjoyable experience. But did you know rural road accidents account for nearly two-thirds of road deaths?. Here are our top tips to ensuring your journey is as safe as possible.

- Look as far ahead as possible. If you can, look across bends and along the road – sometimes you can see the direction it is going to go in and spot any large vehicles coming towards you earlier.
- No matter how familiar you are with the road, you will always need to use your full concentration. Be extra cautious of oncoming vehicles, overgrown verges, bushes and bends in the road – you will need to adjust your speed accordingly. You must always be able to stop on your own side of the road in the space you can see is empty.
- Look out for wildlife warning signs. Drive at a steady speed so you have enough time to react and leave a wide enough berth to pass them safely. Summer is a busy time for deer's in particular – especially around dusk and dawn.
- Country roads are also attractive to vulnerable road users including cyclists and pedestrians. Make sure you pass them wide and slow, even if this means holding back until you can do it safely. The same applies to horse riders.
- Keep an eye out for motorcyclists and allow them to overtake you if necessary. Check your mirrors regularly so you are aware of what is going on around you.





- Agricultural vehicles naturally travel at much slower speeds in comparison to cars. Avoid tailgating them, leave longer following distances, and only overtake them when it is safe to do so. Bear in mind some vehicles maybe longer and wider, don't rush to overtake them if there is not enough room to manoeuvre. Harvest time is coming, so be patient with farmers who have a very busy period coming – these are their local roads. Remember that something travelling slowly – like a tractor – can turn immediately into a gate or field entrance.
- Where there are farm vehicles about there is likely to be slippery mud on the road when it's wet. Don't drive quickly through it as you're more likely to skid and lose control of your car. And patches of mud on

the road can be a clue of a tractor, or a herd of cows just round the bend.

- The national speed limit on rural roads is 60mph for both cars and motorcycles. However, speed limits differ for drivers that are towing, and for commercial vehicles.

Peter said: "Country roads offer the best this country has in pleasurable driving routes. But drivers must watch their speed, and not fall into the trap of thinking that they are always empty of other road users or hazards. Oncoming traffic, pedestrians, horses or cyclists on a narrow road should never be a surprise to you – expect the unexpected and maintain your vigilance.

"But get out there while summer is still here, and rediscover the joy of countryside driving."







## Drivers unprepared for a host of rule changes on the roads in 2015, warns IAM

The Institute of Advanced Motorists (IAM) is warning people to be ready for a host of changes coming up in driving laws in the UK – and fear many are totally unaware of what's in store in 2015.

New regulations that have changed driving licences, drug-drive limits and speed limits have already taken place in 2015. There are, however, other changes expected to take place later in the year.

For motorists oblivious to these changes, the IAM is raising awareness to ensure all road users understand the new driving laws and changes.

In March a new law on driving under the influence of legal or illegal drugs including cannabis and cocaine and prescription drugs including diazepam, methadone and morphine came into force across England and Wales.

Earlier this month, the IAM revealed the true scale of drug-driving since the new regulations

started and found 902 arrests have already been made by police forces. Motorists convicted of drug-driving will get a minimum one year driving ban, unlimited fine, up to six months imprisonment and a criminal record.

In April, the speed limit for the largest heavy goods vehicles (HGVs) travelling on a single carriageway across England and Wales increased from 40mph to 50mph, and on a dual carriageway it has increased from 50mph to 60mph.

Changes to driving laws and other-related procedural changes have also come into force this year to take advantage of the internet, increase convenience and save time on administration.

From the government's launch of the 'Make a Plea' service in March, which enables motorists charged with minor motoring offences including speeding, failing to identify the driver or using a vehicle without insurance





to respond to the charges made against them digitally, to the scrapping of the Driver and Vehicle Licensing Agency (DVLA) paper counterpart of the photo card on 8<sup>th</sup> June, in which all driver information such as endorsements and which category of vehicles you are entitled to drive is stored electronically – the changes have allowed motorists to access information remotely. Important changes have also come into force with how motorists provide proof of their driving records to a third party and will need to obtain a special code from online to allow sharing of data.

A new scheme in London will be introduced later this year on 1<sup>st</sup> September that ensures all lorries and construction vehicles over 3.5 tonnes are fitted with basic safety equipment.

The Safer Lorry Scheme, which will be enforced by the Metropolitan Police, City of London Police and the Driver Vehicle

Standards Agency, will aim to tackle the number of fatal collisions involving cyclists and pedestrians. The scheme will run 24 hours a day across the city and any drivers found in charge of a non-compliant vehicle may be issued with a £50 penalty notice and a potential £1,000 fine at the Magistrates Court.

Upcoming changes to driving laws will also see smoking in cars carrying children under the age of 18 becoming illegal from 1<sup>st</sup> October. Potential fines and penalties are expected to be announced closer to the time.

Sarah Sillars, IAM chief executive officer said: “This year has seen some of the biggest changes in motoring procedures we have ever seen. It is very important drivers and riders are fully up-to-date on what is happening – they will affect everyone in one way or another. So don’t get caught out, get informed.”





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

**All contributions would be very welcome.**

**All items should be sent to  
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