

# e-NEWSLETTER



**iAM**  
RoadSmart



DECADE OF ACTION FOR  
ROAD SAFETY 2011-2020

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



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

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# Chairman's Corner



As I enjoy the sunshine here at the 2016 Watchet Carnival and Fair, looking after the TGAM/IAM stand with David (Secretary) and Barry (events coordinator), I wonder why other members of TGAM don't come and support our Group at outdoor events. It is left to members of the Committee to give up even more of their time and effort and in this case, just David, Barry and myself.

You won't be surprised to know that this is a common situation with Groups and other volunteer organisations. Getting support from members is very difficult and it seems to fall to the handful of people already putting in their valuable time - Committee members and Observers. But just because it's a common problem shouldn't be an excuse for not volunteering. Public events can attract new members to our Group. If we as a Group decide to not attend public events in the future because of lack of support and helping hands, it denies us that source of new membership and the Group will stagnate. Additionally, we'd



**By Andrew Griffiths**





lose a valuable opportunity to help promote road safety here in Somerset which is a very important responsibility we have.

But how can I turn this around so that TGAM continues to attend public events but with more support from members? If I could answer that question I'd be a happy man! In my time as Chairman, I've not succeeded; simply asking for help doesn't work. And with our next event rapidly approaching on 6/7 August – the annual Steam Fayre and Vintage Vehicle Rally in Norton Fitzwarren – it seems that just the regular stalwarts will be in attendance again; I'll be there on both days and setting up on Friday.

I'm keen to explore views, thoughts, and ideas for TGAM to continue attending future public events and how I can get more members to help. It will be a discussion item for the agenda at our AGM in October.

### On to more positive things!

Our classic car and BBQ was a great success with around 90 people there. My 36 year old Mercedes 500SL was conspicuous by its absence because I was in the process of a part-

exchange which took place the next morning. So after many years of enjoyment, she's hopefully being looked after by her new owner.

In its place I now have a 30 year old Jaguar XJS Cabriolet and I'm very pleased with it. It's a beast with a purr that's provided by its 5.3 litre V12 engine. One big difference between Mercedes and Jaguar is the manufacturers' parts policies. Whereas I could buy **any** part for my 36 year old SL from any Mercedes main dealership, Jaguar don't seem to stock any part for the 30 year old XJS (apparently their 10 year parts policy means that they're not obliged to retain parts for more than 10 years after end of production of a particular model). In comparison, I was told some time back that Mercedes operate a 50 year parts policy hence I was always able to buy brand new parts for a 36 year old car! Consequently I will be relying on car clubs, auto-jumbles and Jaguar specialists who may have "donor" cars and also may have bought up old stock from Jaguar. So while manufacturing processes have improved and cars are lasting longer, it shouldn't be assumed that we'll be able to buy new parts to maintain them during their extended lifetime.





The rollout of IAM RoadSmart is going well with more and more Groups switching over to the new system; out goes Skill for Life and in comes the Advanced Driver Course. Out goes the IAM Driving Road Safety logo and in comes the IAM RoadSmart logo.

TGAM changed over on 20<sup>th</sup> August. The changeover will have greatest effect on Observers who will be delivering the new course content as follows;

- Six competencies measured individually, each framed by IPSGA;
  - Core Driving Skills (IPSGA)
  - Bends and Cornering
  - Roundabouts
  - Overtaking
  - Motorways and Dual Carriageways
  - Manoeuvring
- Additional information sheets include;
  - Car Technology (automatics, cruise/limiters, ABS, ESP, Auto headlamps/wipers.
  - Communication (Sat Nav, mobile phones, in-car internet)

- Driving at Night (legislation, vehicle lighting, Limit Point analysis)
- Emergency Vehicles (Highway Code rules)
- Inclement Weather (Rain, high winds, snow/ice, fog, bright sunlight)
- Vulnerable Road Users

The changeover won't have very much impact on existing members except those who would like a refresher drive (which is always available free to our members and can be arranged through John Gilbert 01278 651222).

Alternatively you can take a voluntary assessment with an IAM Examiner for £39 details of which you can find at [www.iamroadsmart.com](http://www.iamroadsmart.com). All you need to do is to log in and you'll see your "dashboard". Click on "My Next Challenge" and then click on "are you still advanced?" NOTE it is an **assessment** which follows the format and structure of the test; **but it is NOT a test!** If your standards have slipped, the result will NOT affect your IAM membership/status and you'll receive an informative report from the Examiner.





On the subject of reassessments, I took my 3-yearly National Observer reassessment on Friday 12<sup>th</sup> August (the day after my birthday!). This mandatory reassessment was with our Regional Manager, **Shaun Cronin**. Why do I need to be reassessed? Well it is a part of IAM's strategy for delivering a consistent and high standard of training not just to Associates taking the new Advanced Driver Course but also to Observers in TGAM. I'm relieved to let you know that following the reassessment, TGAM still has a Chief Observer!

Shaun Cronin is heavily involved in the Under 17 Car Club (accredited by IAM) which has been going since 1975. I hope to invite Shaun to come and talk to us about its aims and objectives in the not-to-distant future. In a nutshell, children from 11 to 17 are encouraged to develop driving skills on a safe site – and there are several around the South West and on 28<sup>th</sup> August there is an open day at the Bovington site.

Here's an extract from the U17CC website **"Our members get to drive a wide range of vehicles including cars, 4x4's, Vans, Lorries, Artics and Coaches giving them an understanding of the different skill sets needed to drive each class of vehicle. The Under 17 Car Club makes learning to drive fun!"**

Some sites have road networks with roundabouts, junctions, pedestrian crossings etc. while others have additional facilities such as a motorway section – these would be on disused airfields. Shaun explained to me over lunch that the club isn't a crèche where parents can drop off their children and escape for peace and quiet; parents and grandparents are equally involved with the experience and many see it as an opportunity to have some quality bonding time helping the child to master the controls of their car on a safe circuit monitored by instructors.

By the time they get to their 17<sup>th</sup> birthday they will have had 6 years of driving experience before taking their test and some pass on their 17<sup>th</sup> birthday; furthermore, some of these young drivers pass the IAM advanced test just a few months later and are IAM's youngest members.

The annual membership is £295 and gives 34 days of driving. *How about this for a birthday/Christmas present for your children/grandchildren?*

For more details on the club, take a look at the website [www.Under17-cardclub.co.uk](http://www.Under17-cardclub.co.uk) you will be amazed at what you see...!

Enjoy what's left of the summer and I look forward to seeing you at the members evening on 21<sup>st</sup> September.

Andrew





# THE COMMITTEE



Committee meetings (for Committee Members ONLY) are held bimonthly at 7:30pm on the first Wednesday 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	Isobel Jennings	<a href="mailto:treasurer@tgam.org.uk">treasurer@tgam.org.uk</a>
Associate Coordinator	John Gilbert	<a href="mailto:coordinator@tgam.org.uk">coordinator@tgam.org.uk</a>
Support Officer	Michael Wotton	<a href="mailto:cmmw@tgam.org.uk">cmmw@tgam.org.uk</a>
SRS Liaison Officer	Grant Lewis	<a href="mailto:cmgl@tgam.org.uk">cmgl@tgam.org.uk</a>
Events Coordinator	Barry Keenan	<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>
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Committee Members	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
Group Observer	Godfrey Davey
Group Observer	Brian Dodd
Local Observer	Barry Keenan
Local Observer	Isobel Jennings
Group Observer	Alan Thomson (paused)
Group Observer	Hugh Todd
Group Observer	David Walton
Group Observer	Timothy Wheeler
Group Observer	Michael Wotton

Group Observers must be fully paid up Taunton Group AND National IAM members at ALL times to carry out your vital Observer roles.

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:

Nick Tapp	07900 900678
Julia Beer	07738 573482
Marie Kynaston	07769 675248

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



## SEPTEMBER

21	W	7:30pm	Members' Evening – <b>The life &amp; times of a Highways Officer</b> A brief review of the role & experiences of working the M5 Corridor. Tim Bird of Highways England
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## OCTOBER

19	W	7:30pm	Members' Evening – <b>AGM</b> followed by 'I am Richard Gladman' An overview of the role of Head of Standards and a discussion on current standards developments. Richard Gladman, IAM Head of Standards
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## NOVEMBER

16	W	7:30pm	Members' Evening – <b>The Taunton &amp; Bridgwater Canal</b> A brief history plus plans for future conservation & development. Mark Evans Waterway Manager Bridgwater & Taunton canal.
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## DECEMBER

10	Sa	12 noon	<b>CHRISTMAS LUNCHEON</b> to be held at Oake Manor Golf Club
14	W	7:30pm	Members' Evening – <b>Christmas Quiz</b> Light hearted quiz with a mixture of motoring related, general knowledge and Christmas questions.



# MEMBERS' PAGE



## Advanced Driving Test Passes

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

OBSERVED BY

Rhys Llewellyn-Eaton (First)	Isobel Jennings
Paul Crowe	Mike Wotton
Matthew Murray (First)	Barry Keenan
Hanna Jacobsen	Tim Wheeler

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

## The Membership Register

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

	<u>TOWN</u>	<u>LEVEL</u>
Jack Halford	Yeovil	Associate
Matthew Murray	Taunton	Associate
Andrew Harrison	Williton	Associate
Philip Keenan	Burnham	Associate
James Crocker	Taunton	Associate
Jason Hempstead	Yeovil	Associate
Tim Growdon	Somerton	Associate

We currently have 135 members, 13 being active associates.

David Walton, Membership Secretary



# PRESIDENT'S PONDERINGS



**by Brian Howe**

Many of us, as we get older, have to cope with the more serious health problems that life can throw at us, and some of us have to cope with multiple issues. Whilst my health problems are not as serious as those that others bear, they nonetheless affect my everyday life. Heart disease and Angina are restrictive in that I have to avoid prolonged physical exertion and stressful situations. I also have to be careful in extremes of temperature, high humidity and high altitudes, meaning I cannot

revisit the Tyrol in Austria. During the last visit I ended up in hospital after a cable car ride to the top of one of the mountains at St Anton. This is probably my favourite place on the planet. I also landed in Hope General Hospital in Vancouver, Canada, during a 100°C heatwave with 95% humidity in 2009. Another condition that I live with is Vertigo which is made worse by a damaged vestibular in my left ear causing permanent balance difficulties. That is why I use 2 walking sticks or a walking frame. As with many others of my generation, I also live with osteoarthritis in most of my major joints, although thankfully a lot of it is still in early stages. I am waiting for a trapeziectomy (removal of the trapezium bone at the base of





the thumb), and two trigger releases to the two middle fingers on my right hand. After surgery my right hand will be in a plaster cast or heavily bandaged for about 6 weeks. Full anaesthetic can cause complications in Angina patients, but there is no point in worrying about it, because worry causes stress, and stress causes its own problems in turn.

It will seem as if I go off on a tangent now, but there is a connection later on. I promise.

There is a small, very tight and very dedicated team looking after TGAM, of which I am proud to be one. Each one of us is doing too much too often. This can only go on for so long before something gives. I am almost at that point. If every person does one thing, then one person will not have to do everything. If you are able, and if you can spare just a few hours a month, please join us and help to spread the load before the main core of helpers all implode.

Brian L. Howe.

IAM PC/CV (Retired). TGAM Hon. President.

## **September Members' Evening**

### **The Life & Times of a Highways Officer**

**A brief review of the role & experiences of working the M5 Corridor by Tim Bird of Highways England, who will also be bringing a fully equipped HE Patrol Vehicle for us to explore.**



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





# Great Grandpa's Biathlon Challenge

By Brian Howe, Work-Wise Chair of Trustees

## Training Part 1. The Big Swim Preparation

I am sure that I wrote about my charity challenge in the last issue of this magazine so I will try to keep it short. Health concerns need not stop us altogether. With the right training and encouragement, who knows what can be achieved. I started swimming lessons just about two years ago when I officially retired and started drawing state pension. With patience, help and encouragement from my swim teachers and life guard, I can now swim a quarter mile on my back, non-stop. The swimming stroke I have been taught is back stroke sculling. This is where you push off from the edge of the pool on you back with your arms by your side, the arms are then swept out straight to the sides until level with the shoulders, then with cupped palms and elbows locked straight, the arms are arced down to the sides, propelling the body backwards as seen in the photo.



The idea was to swim a quarter mile (6 laps is 450 yards) in St James Street Swimming Pool and to do it to coincide with the permanent closure of the pool. This was so that Tone Leisure could get behind the venture to celebrate the life and achievements of St James Street pool, and also gain some publicity for the opening of the new Blackbrook Swimming Centre, recently built. My coach and





lifeguard for the event was Alex Lock and he followed me round the pool, timing me, encouraging me to kick harder and stroke faster. Alex also always carried my Ventolin inhaler and GTN spray at all times that I was in the water. It was agreed that I should wear a buoyancy vest in the unlikely event of a medical emergency. Natascha Farmery, St James Centre Manager, and Sophie Coles, Marketing coordinator, did their bit for the publicity. I was taken to Sedgemoor FM Radio for an interview which aired just after 10:00am on the day before the challenge.

## **Training Part 2. The Cycle Challenge**

### **Lonely Training Sessions**

The training for this was a bit more difficult because I did it alone, and there weren't many days available with suitable weather conditions when I was free. At last, on a clear windless day, I set off along the canal on my battery assisted tricycle, Bob-E-trike, with a bottle of water, a couple of sandwiches, puncture repair kit and pump, and wet weather gear just in case. It's a good job that I have a large wicker basket on the back of the trike. Everything went well except for the grass sections of the

towpath which are extremely uneven and make for rough riding, and I arrived at Bridgwater Docks where I had a pleasant picnic lunch looking at all the different barges bobbing up and down.



All refreshed, I set off on the return journey. Then things started to conspire against me. First was a puncture just the Taunton side of Lower Maunsel Lock. Then halfway to Creech St Michael the battery died, at the same time the headwind increased. With such a heavy trike, I had a job to maintain walking pace. When I eventually arrived home, I contacted the cycle supplier and ordered a spare battery pack. I also took the trike to Ralph Colman's and had all the inner tubes replaced and







injected with slime. Now Bob-E-Trike was ready and after a few more training runs, and an unexpected close up view of the hedgerow, after a mole hill tipped me up and I landed in the hedge with my shoulders level with the path, so was I.

## The Swimming Event

On 7<sup>th</sup> July at 12:30pm I entered the pool during my normal swimming lesson and after a couple of widths to warm up my muscles I started to swim. Apart from the third lap being



As my 3-year-old great grandson, Caleb, would say, (with a thumbs up), "Good Job Grandpa."

slower, it went without a hitch and I completed the 6 laps in 16 minutes 47 seconds. Following the lesson there was a photo shoot and after I had changed and had a light lunch, there was a radio interview with BBC Somerset Radio, which aired on the Friday morning Breakfast Show about 7:10am.

## The Cycling Event

For this part of the challenge, Natascha and Alex, as seen above at the poolside, both volunteered to ride with me along the canal towpath from St James Street pool to the Boat and Anchor Inn, Bridgwater, and return, a distance of approximately 12 miles each way.



At 2:30pm after my light lunch and radio interview, we were waved off from the pool by the Mayor of Taunton Deane, Councillor Vivienne Stock-Williams and other well-wishers.





We made good time with no incidents and after a couple of quick water stops we arrived at the Boat and Anchor in one hour exactly.



We were met at the Boat and Anchor by the Mayor and Mayoress of Bridgwater, Councillors Alex Glassford and Liz Leavey.

After a refreshment break we headed back to Taunton, only stopping for water breaks and a couple of selfies taken by Natascha. The return trip took one hour and ten minutes.

From this Biathlon Challenge, I have raised **£665.50** for Work-Wise Taunton.

**Brian Howe. Work-Wise Chair of Trustees.**



# Events Corner



Hello gentle readers. I trust that you've all had a spiffing time over the summer period with many happy holidays taken and many new memories created? Great!

Things haven't been too shabby from an 'Events' perspective either.

## April

This last ¼ has certainly been a busy one for TGAM. In April our members evening guest speaker was Heledd Wynn of Clarke Willmott Solicitors. Heledd spoke for over an hour on her chosen subject of Care & Capacity; Lasting Powers of Attorney; Wills and Probate.

And all without notes or PowerPoint presentation. (Oops! My bad, as our continental cousins are apparently fond of saying). There was that awful moment when I realised that I hadn't set up her PowerPoint presentation in advance as requested. But, completely un-phased, she proceeded to



**By Barry Keenan, Events  
Co-ordinator**







give her talk from memory and what a talk it was! She gave lots of clear advice on being an 'attorney' and was able to field the myriad of questions and queries that came her way from a really interested and interesting audience. I think it's fair to say that she was extremely well received and the hour fairly sped by with lots and lots of audience participation.

I saw that even after her talk had finished there was quite a queue of people who wanted to have an extra word or two with her, all of which she took in her stride. Certainly as I escorted her to her car afterwards, she was full of praise for her audience and told me how much she had enjoyed herself. (The tea wasn't half bad, either).

On the night itself and over the following two or three days I received a lot of very positive feedback from the group all of which I was more than happy to pass onto her. And with that in mind, if you would like me to re-book Heledd to come back sometime in 2018 to give us any updates in legislation or procedure that may have hit the statute books, then feel free to drop me a line (email address at the bottom of this article) and I'll ask her.

## May

In early May, Andrew Griffiths and a few of the Observers were invited along to a lively talk given by Shaun Cronin, Regional Quality Manager (Southern Region) on the new standards of training for Associates. This initially had been a pilot study with fourteen Groups around the country, but following what they described as 'positive feedback', the IAM decided to have a national rollout.

Now to those of you who are already full members, this will have absolutely no effect whatsoever, but for the Group's Observers it means a whole new way of (dare I say) teaching. Those Associates who have already started going through the 'old' system of training will of course be able to continue on that path, but hopefully, as of next month all new Associates joining our happy band will be trained on the new pathway.

Now I appreciate that, strictly speaking, the move from the old training system to the new doesn't actually constitute an 'event' in the TGAM social calendar sense, but believe me, from the Observers point of view, and as a change in the way we do our roles, it certainly does!





Moving back into the realm of proper eventy type stuff... Our May speaker was Rina Cameron TGAM member and Somerset Road Safety Lead. She and her chum Steve Greenhalgh kindly agreed to step in at very late notice after our scheduled speaker contacted me to give his apologies.

They gave a really interesting talk about road safety and reported that though there were still 22 people killed on the county's roads in 2015 (the latest date for which they have figures) that's 11 fatalities fewer than in 2014. Now any death or injury on the roads is a tragedy, but as a road safety organisation we can take some solace from the fact that official figures do suggest that the road safety message does seem to be getting through. Nevertheless, I'm sure you'll join me in offering our heartfelt commiserations to all those people out there who have been affected by death & injury on Somerset's roads.

I'm pleased to say that our members were great (as you'd expect) and were really both

welcoming and interested in what Rina & Steve had to say. And on the whole, we didn't do too badly on their motoring quiz, either! (Well *that's* a relief. It would have been just too embarrassing for words if we'd failed that!)

Having done a bit of public speaking myself I have to say that it's really rewarding for a speaker (and for the organiser I hasten to add!) to see how the audience gets involved with the subject matter. So gentle reader and audience member, on behalf of Rina & Steve, (and me) thank you all so much for being such an active, jolly and lively audience.

For a breakdown of the road accident figures including injuries & fatalities for 2015 see <https://somersexnewsroom.com/2016/01/18/number-of-road-deaths-down-in-2015/>.

For those of you without computer access, give County Hall a ring on 01823 356722 and ask them to send you a copy of the Press Release dated 18<sup>th</sup> January 2016 by Peter Elliott entitled 'Number of road deaths down in 2015'





## June

The June members evening featured a talk by Andy Bowrah, Sales Manager with Wellington Motors and his chum Adam Westcott who is Nissan's local Electric Vehicle expert. They came to talk to us about the move to all electric vehicles and even brought two versions of the 'Leaf' along for us to clamber all over and see first hand.

And what a really interesting & stimulating talk it was too and once again the audience were fully engaged and interested. (What a wonderful bunch you are!)

The figures that Adam gave were truly staggering reporting up to 155 miles on a single charge. Charging costs themselves seemed quite impressive too, at only £2.00 or so for a full 8 hour charge. It was great to see the group so enthused by the talk and it made me smile to see some really died in the wool petrol heads so stimulated by electric cars!

In fact, Andrew was so fired up that he actually wants to take one out for a drive! Well, quite frankly I'm astounded. Well done Adam! However, I've beaten Andrew to the post, because my own car (Nissan XTrail) is due a

service soon & I've booked the 'Leaf' as my courtesy car for the day. I'll let you know what I thought in the next News Letter)

My thanks to the eagle eyed amongst you who rushed to point out that despite my claims in the Summer newsletter that TGAM would be at the Bath & West Show on 18<sup>th</sup> & 19<sup>th</sup> June that clearly couldn't be the case because the Bath & West was held on the 1<sup>st</sup> – 4<sup>th</sup> June.

Well that just goes to show that my proof reading is rubbish then, doesn't it? (*and mine, Ed*) It should have read that it was the Bath & West Show**ground** where we would pitch our TGAM gazebo at the oddly named "Footman James 37<sup>th</sup> Bristol Classic Car Show".

Our part in the show came about at the invitation of Gary Jones Chairman of the Weston & Mendip Advanced Motorists who'd been offered a 4 car stand at the show and realised that they'd need some help to man it properly. Gary & his chums kindly thought of TGAM as partners and David Walton & I were happy to set up shop there.

Unfortunately our trip to the showground didn't materialize. This wasn't because of any shortage of enthusiasm on our part, but more





because having put out a plea for help, the Weston & Mendip mob then lost us somewhere between accepting our offer and organising the passes with the Bristol Classic Car Club.

Fortunately for us though we knew a week or so before the event that we wouldn't be going, so although disappointing, we were both able to get on with other things. Now, I don't know how David spent his day, but I have to say that I found my organised trip round Sainsbury's doing the weekly shopping with my dearly beloved, most #\$\$@&%\*! interesting indeed!

Oh yes. I look forward to it, y'know... dragging round one stupid aisle after the next. All filled with stupid shopping trolleys parked at the most stupid angle. And let us not forget the crowds of people who use the store not as a supermarket that they should get in, get round and get out of with as little inconsideration to you and me as possible, but as their regular social club and meeting hall!

And why do these people always insist on blocking the aisle and then look at me as if I'm in the wrong for trying to get on?!

And, yes aaannnd! Why is it that whenever I find a nice quiet corner to go and stand in out of everybody's way that someone will always want to get to the very place where I'm stood?!

Clearly Maggie thinks all this shopping malarkey is character building because she will insist that I go with her to the damn place every flamin' week! I tell you, she hates me, she does, she really hates me because she knows full well that I LOATHE SHOPPING!!!

*Breathe, Barry,  
just breathe...  
think calming  
thoughts...*



## July

July saw our very own Classic Car Show and BBQ and I have to say that the turnout from both TGAM classic car owners and our visitors from various owners clubs was absolutely fantastic making for a really great night for all.

And what a fantastic line up of classics there were too! To name but a few, I saw Morgans, Sunbeams, Stags and Jags. A great looking Citroen CX, a swish looking Austin Martin DB5







and my personal favourite, the Ford Escort Mk1 Mexico (I used to have a standard Mk.1 which I seriously wish I'd kept it now).

There was a great feeling of camaraderie around the place and it was great to catch up with so many people. My extra special thanks to Brian for organising the show and the Burger Bar. I gather he's handing over the reins to me next year so I've got a lot to live up to. (Oh dear!)

I'd also like to give an extra special mention to Janet Loader who's been out of commission for a couple of months, but gamely made it back in time to run the raffle for us again. Janet, welcome back, you're a star!

July also saw Andrew Griffiths, David Walton and me set up shop at the Watchet Carnival Fete. This was held at the Memorial Ground, Watchet and saw a good crowd over the course of the day. Probably not quite up to the Bath & West, you understand, but a good crowd for a little area nonetheless! And the weather was perfect. The sun shone all day and there was a pleasant breeze coming in from the channel, just behind us.

We were kept pretty busy all day and though we didn't recruit anybody for the Taunton group, we were able to sell the IAM brand to a whole host of holiday makers from around the country.

This was a new venue for us and following the success of the day, one I hope will become a regular feature on the TGAM calendar. And with that in mind, can I just reiterate my plea for volunteers?

Setting up shop at these events and spreading the word about us is vital for the future of our group if we are to recruit new members and survive. Fortunately for the group we do have a cadre of committed die-hards who give their time and energy to manning these events. However, to make a real success, we could do with some additional people to come with us and help spread the load, as it were. And believe me, it really can be quite good fun, too. So if any of you good souls feel like getting involved, even for just an hour or two to either help set up or take down at the end, or to man the TGAM gazebo, meeting the public and having a laugh, then just let me or any of the committee know and we'll welcome you with open arms.





And, with a further plea in mind, if any of you living over in the Williton / Minehead areas fancy becoming an Observer, then please let either John Gilbert or Andrew Griffiths or indeed any committee member know, because at the moment, we don't have anybody working that side of the patch.

### Coming Up

The next quarter is looking pretty spiffing, too. On the 6<sup>th</sup> & 7<sup>th</sup> August we'll have our regular two days out at the West Somerset Steam Fayre & Vintage Vehicle Rally at Allerford Junction near Norton Fitzwarren.

On Wednesday 21<sup>st</sup> September we have Tim Bird of Highways England coming to chat. Tim is the Team Manager of the Highways Traffic Officers based at Chelston (M5 Junction 26). Tim & his team help ease and manage the flow of traffic on our stretch of the motorway. He's also agreed to bring a patrol vehicle that we can clamber all over. It should be quite instructional.

The 19<sup>th</sup> October is our AGM when Richard Gladman, IAM Head of Standards will be here to talk to us about his role and the changing roles of the IAM and how that subsequently will affect us on the ground, as it were.

In November Mark Evans, British Waterways Manager for the Taunton & Bridgwater Canal will be here to tell us all about the changes and upgrades that are planned for the canal. (And there are plenty, apparently).

After that it's Christmas and the regular TGAM festivities.

As always, thanks for taking the time to read my scribblings and considering my requests. In the meantime, here's to your continued happy, safe and enjoyable motoring.

*Barry*

Events Co-ordinator,  
[events@tgam.org.uk](mailto:events@tgam.org.uk)





## Tony Hucker passes away after a long illness

Members will be saddened to hear of Tony's death. He had been ill for a long time and the past two years were mainly spent in hospital but he always remained very positive and cheerful which showed his great strength of character.

Tony belonged to TGAM for many years and played a very important role in making sure that all new members were allocated observers to gain their 'skill for life'. He took on this role after becoming an observer when he and I trained together in 2009.

Tony was very friendly to everyone and always made sure new members were looked after and welcomed.

He will be sadly missed and our condolences are sent to his family.

*Janet Loader*





## October Members' Evening

# ANNUAL GENERAL MEETING

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

I am Richard Gladman



We have also invited Richard Gladman, Head of Driving and Riding Standards to talk to us about his role and the changing roles of the IAM and how that subsequently will affect us all.

Wednesday 19<sup>th</sup> October 7:30pm  
Hatch Beauchamp Village Hall

## November Members' Evening

### Bridgwater and Taunton Canal - its history and future

A talk by Mark Evans, Waterway Manager, who will tell us all about the changes and upgrades that are planned for the canal.  
(And there are plenty, apparently)



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





# A 'Thank You' from Barry Keenan, National Observer

For those of you who were at the June Member's Evening you'll be aware from Andrew Griffiths' announcement (and the smug look of self satisfaction on my face) that I recently passed the IAM / IMI National Observers qualification.

I now have the privilege of being the group's 3<sup>rd</sup> National Observer behind Andrew Griffiths and David Perkins.

To have reached this dizzy height took a fair bit of reading, practice and help. And for the help I have to say a huge 'thank you' to:

**1. Hugh Todd.** A man of infinite patience and restraint as demonstrated as my Observer on my initial 'Skill for Life' course. Several times I saw you leave my car at the end of our sessions with poor motor-skills control and a look of complete shock on your face clearly grateful for the fact that you'd

survived the whole wretched experience. And yet, the next week (fortified with gin, no doubt) there you were again, ready for another white knuckle ride around the county. And so you proved again with my National training drive; putting me through my paces and nagging me relentlessly. Hugh, you're a star!

**2. Andrew Griffiths** for your many hints and tips. For being my 'stooge driver' on a couple of practice drives and for the guidance you gave me on how to pass the test. I hope I live up to your expectations, I suspect I won't.

**3. Maggie Keenan.** My wife and muse. Who spent considerable time, willing and supportive, but nevertheless bored silly, as she tested me on my practical and theoretical knowledge. Who kindly drove the route for







me again and again so that I could practice and then practice some more. Who, despite all of the good “grace & restraint” (?!!!) that I showed her during those endless sessions didn’t once stick a knife in my ribs or tell me to take a long walk off a short pier! (God knows, I would have). Maggie, dear heart, you’re a saint. A saint I say!

4. **Louise Normandale**, my Associate and ‘stooge driver’ on the actual test route. Unfortunately, due to personal circumstances Louise was unable to continue with her Skill for Life course but even so, she postponed her withdrawal from the course until after my test date quite simply so that she could be there to help me out. Louise, old bean, I’m very grateful for your consideration.

5. **Andy Poulton**, my examiner. I hit it off with him immediately but nevertheless, he really did put me through my paces. He tested and probed and probed and tested. He clearly knows his onions and made damn certain that I knew mine too. He only made a couple of adverse observations and marked me down on just two points, as I remember. (But in my defence, I have to point out that I made those ‘errors’ deliberately so that he could feel that he’d been to work rather than just had a pleasant drive around Taunton). Even though the test was just that, a test, I have to say that I thoroughly enjoyed the experience. ‘Fortunately’ (Ha!), I get the opportunity to repeat it again in 5 years time!

So to all five of you, a heartfelt ‘thank you’. I seriously couldn’t have done it without you.

*Barry*

National Observer





# Changes at IAM RoadSmart Headquarters

## Field team restructuring

Last month IAM RoadSmart entered into a restructure of the regional field team, namely the regional quality managers (RQMs) and the regional operations managers (ROMs). This involved the restructuring of the current four UK regions into eight areas, each area being looked after by a revised role of an area service manager. Amanda Smith, former staff examiner and quality process manager, will become responsible for the entire field team and has been appointed head of field service delivery. Dave Shenton will assume the role of head of events, becoming fully responsible for arranging all IAM RoadSmart external events and meetings such as conferences, skills days, business driving seminars and venues for drink drive retraining.

A further update on the new structure will be issued in late August.

## New office for IAM RoadSmart

Further to the news earlier this year of the sale of IAM House, IAM RoadSmart have announced that they have completed an agreement for a lease on new premises to house head office operations. The property is located at Albany Place in Welwyn Garden

City, Hertfordshire. The fitting out of the new offices is due to commence shortly and they expect to have relocated their head office functions to the new premises before Christmas.



Amanda Smith, new head of field service delivery







**TAUNTON GROUP of  
ADVANCED MOTORISTS  
CHRISTMAS LUNCHEON**

**to be held at**

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

**on Saturday 10<sup>th</sup> December 2016  
12 noon for 12:30pm**

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





## A word of thanks to Hugh Todd

I was delighted to pass my IAM Advanced Driving Test on 12<sup>th</sup> May, after 8 very instructive sessions with Hugh as my observer. The whole experience was most enjoyable, and I soon started to look forward to my weekly sessions. After two or three weeks it became apparent that we were progressing through the various topics systematically, and the Assessment Drive Reports were very valuable in building up the skills and putting it all together.

Initially I imagined that making a commentary could be a distraction, but almost straight away I found that this was not the case, and that in fact it helped with concentration, particularly with registering signage, and (in my case) distance observation and anticipation. So to any Associate who feels reluctant to do a commentary, I would say give it a go!

My sincere thanks to Hugh for giving me his time, sharing his driving skills and setting a standard to aim for; I will try my best to continue to practice what I have learned.

**Peter Ashdown**

## Thank you to my observer

I would like to thank Mike Wotton for the observed sessions he spent with me; I found them fun, interesting and I also learnt/remembered things to my advantage.

David Perkins took me for my pre-test drive and added a few pointers which were useful, thank you.

David Adams was the examiner from Bridgwater, I have contacted him separately to express my thanks.

One thing that was consistent on most drives with Mike, the drive with David and even on the test, was road closures on the planned route which led to the rustling of paper and quick thinking to redirect me.

Thanks again to all.

**Paul Crowe**

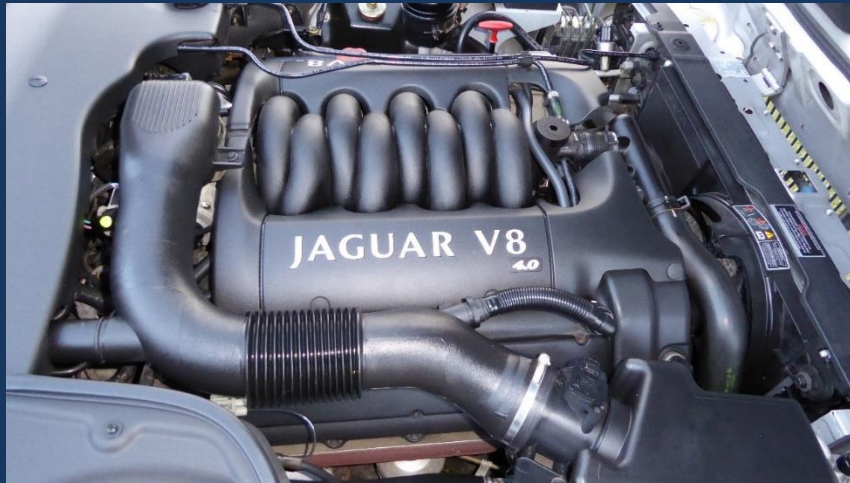




# Classic Car BBQ 20<sup>th</sup> July 2016

This event seems to grow year on year, having been attended this year by 30 cars, from an Austin to an Aston, and by 84 people from 8 years to 80 years.

I am not going to write a review as such, because to my mind, virtually the whole evening was a complete shambles, for which I apologise to all who were present. Especially I apologise for the very long queue for food. I totally misjudged the time that the caterers should arrive. Please do not blame Watt's Cooking, it was me that suggested they arrive at 19:00hrs when clearly, they needed to be there before 18:30hrs to give them time to set up and precook a lot of the food that would be needed. I have already taken steps to alleviate this problem next year, by suggesting an arrival time of 18:00hrs for



the caterers only. Next year's event will commence with a welcome from either our Chairman, Andrew Griffiths, or myself. Any certificate presentations will follow and the cup from this year's winner will be received in readiness for the later

award. Only then will the catering establishment be opened and spectators and exhibitors be able to mingle and study the exhibits.

Another problem with this event was that I was trying to restore a semblance of order, act as MC, call the raffle and record and photograph each car, all at the same time. The faults I could see for myself, but thankfully, the only criticism I received was from my own wife, Alice. Astonishingly and alarmingly, only 3 people controlled the event. My thanks go to





Barry Keenan for helping everyone through the chicane and David Walton for successfully marshalling all the cars to their correct side of the parking area. Special thanks go to Janet Loader, who despite still recovering from hip replacement surgery, managed to sell £130.00 worth of raffle tickets; A truly sterling contribution to the cost of the evening. The third man, (my dad's favourite tune), was me, but I am not going to thank myself because I consider that I failed in my mission. WELL GET THIS GUYS! It ain't gonna happen next year. I can well do without the inevitable stress. This will be my last year for actually organising events for the TGAM. Next year the only part I will play, is to arrange for the marvellous caterers, Watt's Cooking, to serve us again, and I promise that I will ensure they arrive early enough to do what they need to before opening. It is time for others to help spread the load from the few.

Brian Howe, Hon. President











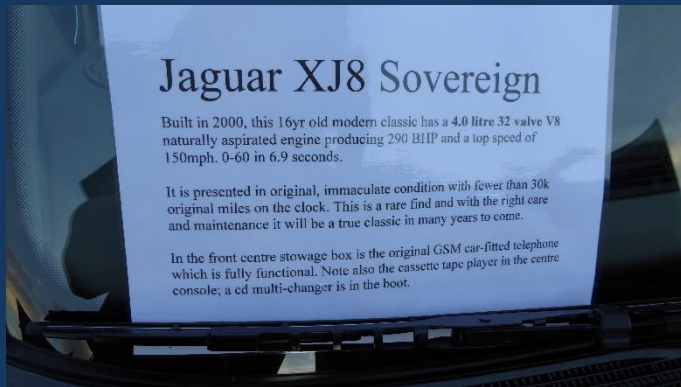














# Different Types of Pedestrian Controlled Crossing

By Barry Keenan

This article came about as the result of an aide memoire that I prepared as a 'hand-out' for my Associates. It's all obvious stuff really and I'm sure that every one of us is familiar with how these crossings look and work. Nevertheless, I thought you may find it interesting. Naturally I'd like to claim that it's all my own work, but sadly it isn't... I'm not that clever. No, this is the result of me scabbing round the internet and rummaging around in several driving websites including, oddly enough, the National Archives and the Mail Online. I also had a quick peek at the Highway Code.

If, as you read you find any glaring mistakes or omissions, then, sadly, they're mine. For clarification of the rules around pedestrian crossings, I would suggest that you look at your copy of the Highway Code specifically Rules 18 – 30 (for pedestrians) & 191 – 199 (for other road users... **including cyclists!**) Whilst you're at it, have a look at pages 122 –

127 in 'Know Your Traffic Signs' (The TSO Official Edition).

And just to prove the point that it's not all my own work, let's start off with this direct lift from the government archives...

## Road Safety and the public.

*"In 1951 there were two million cars registered on the roads of Britain, a figure that rose by 250 per cent over the next ten years. The rapid growth of car ownership in turn gave rise to government road safety campaigns.*

*In 1934 pedestrian crossings consisting of parallel rows of studs and Belisha beacons were introduced to reduce the number of road accidents (Belisha beacons were orange globes on top of black and white posts). By the late 1940's their initial success and awareness was waning.*

*Research had shown that both pedestrians and drivers alike were ignoring the crossings.*





*Allied to the public information campaign, in 1949 the Ministry of Transport experimented with different pedestrian crossing markings to help improve visibility.*

*Red and white stripes, as well as the more familiar black and white, were considered at isolated experimental sites. By 1951 the black and white stripes, with Belisha beacons on either side of the road, were approved as 'Zebra' crossings; the first officially installed in Slough.*

*A year later further "improvements" were made to pedestrian crossings and the flashing Belisha beacons. The globes originally made of glass were replaced in 1952 with plastic since children kept throwing stones and smashing them!"*

(Crown Copyright)

[www.nationalarchives.gov.uk/films/1945to1951/filmpage\\_pc.htm](http://www.nationalarchives.gov.uk/films/1945to1951/filmpage_pc.htm)

**Pedestrian crossings**, then, are installed to provide safe points for people to cross busy or difficult to negotiate roads in their local area. Currently there are five different types of pedestrian crossing used in the UK. Six, if you include Traffic Islands.

## Traffic Islands



These islands are placed where the local Highways Authority feels that a 'formal' pedestrian crossing cannot be justified, but still recognise the need to assist pedestrians to cross the road. Several of these islands have sprung up in & around Taunton in the last month or so. Henlade (by the speed camera) and Priorswood (by the chicanes) are just two examples. The placing of these islands serves to narrow the road and affords the pedestrian a central refuge in the carriageway. Even so, pedestrians should still cross the road with care because it's the driver, not the pedestrian who has priority at traffic islands. (Highway Code, rule 30).





## Zebra Crossing



The Zebra Crossing was initially introduced onto UK roads in 1949 and was a highly successful method of allowing pedestrians to cross the road safely. An iconic crossing, in part thanks to the Beatles 'Abbey Road' album, Zebra Crossings are easily recognisable because of the pole mounted flashing amber beacons on either side of the crossing and the quintessential black and white lines that span the width of the road.

Like their more sophisticated cousins, they also have the standard zig-zag lines on the road approaching the crossing.

Because Zebra Crossings are not controlled with traffic lights, it is the driver's responsibility

to ensure that the crossing is clear. As you know, a Zebra Crossing gives the pedestrian right of way only once their foot is on the crossing. So, unless there is a pedestrian actually using the crossing, you are free to continue, even if it looks as if a person may be approaching to cross. (Rule 195).

Courtesy and common sense however dictates that you should allow pedestrians to cross if they are waiting. Split Zebra Crossings, like any other split crossing, should be treated as two separate crossings.

As an aside, Local Highway Authorities around the country have reported an increase in the numbers of people asking for Zebra Crossings to be changed to Puffin Crossings, believing them to be safer. Indeed, several articles and web based publications claim that Zebra Crossings are in fact being phased out completely. However, I have been unable to find any referenced material, Local Highways reports or Government issued white or green papers that would support this suggestion. Locally I posed the question to Somerset County Council Highways Department but after three emails and two phone calls, I've yet to receive an answer (even an acknowledgement)





from them. All I can say is that my own observations lead me to believe that there are more Pelican and Puffin crossings in the county than there are Zebras’.

## Pelican Crossings



On approach to a pelican crossing you will see the familiar zig-zag lines and what appear to be

standard traffic light. When the pedestrian presses the button on the crossing, the traffic lights change from green to amber and then red. (Traffic stops). As I say, a standard traffic light. After a period of time, the amber light starts flashing (meaning that the traffic can go as long as all the pedestrians are off the crossing) and then green. (Traffic flow resumes, pedestrians must stop).

This is the only pedestrian crossing which has a flashing amber light as part of its sequence.

As with other types of crossing, Pelican Crossings may be either in a straight line across the road or staggered. If the crossing goes straight across the road then you treat it as one crossing even if it has a central refuge. If the crossing is staggered and not in line

Light sequence for drivers		Light sequence for pedestrians	
Red light	Stop	Solid green man	Cross the road
Flashing amber	Continue if crossing is clear	Flashing green man	Don't cross as traffic will continue shortly
Green light	Go	Red man	Don't cross, wait



then the crossings are treated as separate.

For the visually impaired, Pelican Crossings also provide non-visual indications that it is safe to cross, such as a beep, vibrating button or tactile rotating cone.

### **Puffin crossings**



(Pedestrian User-Friendly Intelligent crossings)

These crossings look very similar to pelican crossings, but have sensors on top of the traffic lights. The sensors detect if pedestrians are crossing slowly and can hold the red traffic light longer if needed.

There is no flashing amber light phase. The

light sequence for this crossing is the same as at traffic lights.

### **The main difference between Pelican and Puffin crossings**

Both Pelican and Puffin Crossings need to be activated by the button on the control panel. Once pressed, the Pelican crossings stop the traffic for a pre-determined amount of time allowing pedestrians to use the crossing during that time. The traffic is prevented from moving (red light) even if the crossing is clear.

The Puffin crossing however uses cameras & sensors mounted on or close to the lights to detect and monitor the flow of pedestrians over the crossing. When no activity is detected on the crossing the lights change allowing waiting vehicles to move off. In other words, the lights stay red if people are on the crossing and go to green when the crossing is clear. This system aids traffic flow considerably. As the cameras detect the Puffin Crossing is clear, there is also no need for the flashing amber phase used in Pelicans.

Another feature of the Puffin, is unlike the Pelican, it does not have the green and red



man on the opposite side of the road. These are located on the control panel, facing the traffic close to where the pedestrian pressed the button. This is a safety feature that encourages pedestrians to check there is no approaching traffic before crossing.

### **Toucan crossings**



Toucan crossings are also similar to pelican crossings but they allow both cyclists and pedestrians to cross (As in, Two Can cross). These crossings are normally (but not always) found near parks and cycle lanes. There is no

flashing amber light phase. The light sequence for this crossing is the same as at traffic lights.

Although there have been improvements to the Toucan Crossing to visually aid the pedestrian or cyclist, there is no change from the drivers point of view. For example on more recent Crossings a “green bicycle” is displayed next to the “green man” when cyclists and pedestrians are permitted to cross and a red bicycle and man are shown at other times; older ones do not have a red bicycle.

The pedestrian / cyclist signal lights may be on the near side of the crossing (like a puffin crossing), or on the opposite side of the road (like a pelican crossing). Toucan Crossings are normally 4 metres (13 feet) wide. Note - if it is safe and there is no approaching traffic, bicycles are permitted to cross at any time.

### **Pegasus or Equestrian crossings**

Similar to toucan crossings, but these allow horse riders to cross too.

At a minimum, these crossings are in the form of a pelican crossing but simply have two control panels, one at the normal height for pedestrians or dismounted riders, and one two metres above the ground for the use of mounted riders, and the



“green man” (walk) and “red man” (stop) pictograms are replaced with horses.



Additional features, to improve safety, include a wooden fence or other barrier and a wider crossing so that the horses are farther away from cars than normal. If the crossing is to be used by pedestrians and cyclists too, then a parallel, separate toucan crossing may be placed next to the Pegasus crossing.

As with the Toucan & Puffin crossings, there is no flashing amber light phase, the light sequence working the same as normal traffic lights.

So there you have it, Pedestrian Controlled Crossings in a nutshell. Well done wading through to the end!

## Drive with Julia

I am a female driving instructor based in Langport, Somerset, supporting tests at the Yeovil and Taunton test centres. I am proud to be a member of the IAM and passed with a F1RST.



I provide high quality driving lessons in a diesel Peugeot 208, using resources and teaching styles designed to meet each learners needs, as I understand we all learn differently.

If you are interested in learning to drive, please contact me by phone: 07738573482 or by email: [drivewithjulia@gmail.com](mailto:drivewithjulia@gmail.com)

I also have lots of information on my Website [www.juliabeerdrivinginstructor.com](http://www.juliabeerdrivinginstructor.com) so do have a look.







## Taunton Deane Autumn / Winter Events Calendar 2016

Somerset Rocks - Vivary Park	Friday 25 <sup>th</sup> to Sunday 28 <sup>th</sup> August
Wellington Food Town	Saturday 3 <sup>rd</sup> September
Somerset CAMRA Real Ale Festival - Vivary Park	Friday 9 <sup>th</sup> & Saturday 10 <sup>th</sup> September
Somerset Arts Week	Saturday 17 <sup>th</sup> September to Sunday 2 <sup>nd</sup> October
Battle of the Somme Film Showing - Museum of Somerset	Thursday 22 <sup>nd</sup> September
Wellington Carnival	Saturday 24 <sup>th</sup> September
Taunton 10K - Blackbrook Pavilion	Sunday 25 <sup>th</sup> September
West Somerset Railway Autumn Steam Gala	Thursday 6 <sup>th</sup> to Sunday 9 <sup>th</sup> October
Big Walkies - Long Run Meadow	Saturday 8 <sup>th</sup> October
Taunton Food & Drink Festival - Somerset Square and The Brewhouse	Saturday 8 <sup>th</sup> & Sunday 9 <sup>th</sup> October
Taunton Carnival	Saturday 15 <sup>th</sup> October
Dino Day - Museum of Somerset	Sunday 23 <sup>rd</sup> October
Halloween Event - Museum of Somerset	Monday 31 <sup>st</sup> October
Rural Living Christmas Show	Saturday 19 <sup>th</sup> & Sunday 20 <sup>th</sup> November
Taunton Literary Festival - Various locations, Taunton	Saturday 12 <sup>th</sup> to Thursday 26 <sup>th</sup> November
Christmas lights & Festive Events Dates	TBC
Santa's Grotto - Museum of Somerset	Saturday 3 <sup>rd</sup> ; 10 <sup>th</sup> ; 17 <sup>th</sup> & 24 <sup>th</sup> December
West Somerset Railway Winter Steam Festival	Wednesday 28 <sup>th</sup> & Thursday 29 <sup>th</sup> December







# **IAM RoadSmart to drive forward tyre safety awareness as official TyreSafe supporter**

IAM RoadSmart, the UK's leading road safety charity with a focus on improving driving and riding skills, has become an official supporter of TyreSafe, the UK's not-for-profit tyre safety awareness organisation.

Formed in 1956, IAM RoadSmart has 60 years' experience in making Britain's roads safer by improving driver and rider skills through coaching and education. With more than 200 groups nationwide and 7000 drivers and riders actively participating in its acclaimed and widely-recognised courses, IAM RoadSmart is considered the leading advanced driver training provider in the UK. Having direct contact with thousands of motorists every day, a significant presence in the media and being a respected source of information for road safety

policymakers and stakeholders, TyreSafe is delighted to welcome IAM RoadSmart to its ever-expanding network of supporters.

IAM RoadSmart CEO, Sarah Sillars, OBE and Hon FIMI, said: "IAM RoadSmart's mission is to improve driving and riding skills to help reduce the number of accidents and incidents on Britain's roads. Over the course of the charity's illustrious 60-year history, our trainers and coaches have enhanced the skills of nearly half-a-million drivers, and with our recent relaunch, we have ambitions to increase the number of participants through a broader offering. Educating drivers and riders on all aspects of road safety will remain an essential part of that, and access to TyreSafe's expertise and materials will be a considerable asset."





Stuart Jackson, chairman, TyreSafe, said: "IAM RoadSmart is not only the pre-eminent provider of driver training in the UK, it's also one of the most respected names in the automotive industry. Its official support for TyreSafe reflects the growing number of organisations acknowledging the need to raise the tyre safety awareness agenda among Britain's motorists. Tyres are one of a vehicle's primary safety features and need regular maintenance checks to ensure they are roadworthy - we welcome IAM RoadSmart's support in spreading this message to Britain's motorists. "

In 2016, TyreSafe marks the tenth anniversary of its campaign to raise awareness of the dangers of defective and illegal tyres. The not-for-profit organisation recommends drivers check their tyres' pressure, condition and tread depth at least once a month and before long journeys, and offers advice and information relevant to all motorists. For more information, please visit [www.tyresafe.org](http://www.tyresafe.org).



## Never too young to learn (to drive)

One weekend in May, 68 11-17 year olds in Scotland got behind the wheel of a car well before reaching legal driving age, thanks to an event sponsored by twice former British Touring Car Champion John Cleland and hosted by IAM RoadSmart).



The Borders under-17 driving day allowed young people of just 11 years upwards to drive a car, off the main road, with expert tuition. The event was supported by more than 30 volunteer instructors from local emergency services, giving each participant five hours' driving, one-to-one.

Starting off with the basics of car control, the attendees developed their skills over the day, working up to braking and understanding safety systems, as well as a test of their handling ability, through a slow speed slalom. Modern and future technology was also a theme on the day, with a demonstration of autonomous braking.



The event was supported by Police Scotland, Scottish Fire Services, Scottish Ambulance Service, Scottish Borders Council, John Cleland and Henry Trotter of Charterhall Estate. Vehicles were supplied by Clelands



Volvo, D.S.Dalgleish Citroen and Belmont Suzuki Selkirk.

The event was attended by Calum Kerr MP (Berwickshire, Roxburgh and Selkirk), John Lamont MSP (Ettrick, Roxburgh and Berwickshire), Rachael Hamilton MSP (South Scotland) and Paul Wheelhouse, SNP Minister for Business, Innovation and Energy. Kate Thomson, Assistant Chief Constable, Local Policing East, was also there on the weekend.

16 year old Daniel Paterson, said: "I really enjoyed my driving experience. I feel I learnt a lot about vehicle control and handling and it was great to try out different make/models of cars especially the Jaguar XE. I mean what 16 year old ever gets the opportunity to say that!!!! It was a great day and a relaxing atmosphere. When telling all my mates today they are all really interested in trying this for themselves."

John Cleland said: "This event was the first of its kind in Scotland and our aim is to make this the start of many that might help make our youngsters better drivers and cut down on road accident fatalities.

"Our long-term aim would be to get this activity added to the education curriculum and train the

youngsters in the enjoyment they can get from driving and cut down the dangers by making them more aware and alert behind the wheel."

IAM RoadSmart operations director, Pat Doughty, said: "Anyone who ever doubts the value of pre-licence driver education needs to see it in action. You cannot fail to be moved by the level of skill young people develop quickly when you do the right training.

"As a charity whose mission is to make better drivers and riders, we are naturally particularly conscious of younger drivers. It's no secret that this group is overrepresented in the accident stats. We set up this event because we wanted to show future drivers how enjoyable driving can keep them safe on the roads. After just five hours many of the participants were already showing brilliant driving ability and awareness. And most importantly they had fun too."

Calum Ker SNP MP for Berwickshire, Roxburgh and Selkirk tweeted a video of his daughter taking part in the event: "Never driven b4 today here's 14yr old daughter Eleanor driving, thanks @jclelandracing @policescotland @IAMRoadSmart."

This event will be running again later this year.





## Recent Releases from the IAM Press Office

### Travelling in wet weather

Here are some tips from IAM RoadSmart's head of driving and riding standards, Richard Gladman, about how you can stay safe when travelling in wet weather.

- Be sure to check your local weather forecast beforehand so you can plan your journey accordingly. If heavy downpours are expected, avoid starting your journey until it clears. And if you have no choice but to travel, use main roads where possible which are less likely to get flooded.
- Don't forget to check your windscreen wiper blades and lights are working properly. You'll need to use your dipped headlights if visibility is significantly reduced so give them a check too.
- On flooded roads, think before driving through deep water, don't stop in standing water and drive through the highest section of the road slowly. If there is any doubt don't enter it. Once you have managed to drive

through check your brakes and dry them out as quickly as possible – a light touch of the brakes whilst still moving should do the trick.

- Roads will be more slippery than usual in wet weather – be sure to give yourself more time to react when approaching a hazard. Increase your following gap to at least four seconds from the moving traffic in front.
- Keep your eyes peeled on the road at all times as spray from other vehicles can suddenly reduce your visibility. Remember it affects others too, so anticipate their actions and be prepared.

Richard said: "If your tyres begin to lose traction, ease off the accelerator, avoid braking and allow the speed to naturally decrease until you have full control of your car again.

"Driving in wet weather can be challenging, and with delays and increased concentration needed it can be more tiring too. By allowing increased time to stop and extending your following distance you can remain safe."







# Driving through roadworks on the motorway

Driving through roadworks can be nerve wracking. Narrower lanes, slow traffic and fraying tempers all add to the challenge. But as long as you drive carefully and at a steady speed your journey needn't be stressful. Here's some advice from IAM RoadSmart's head of driving and riding standards, Richard Gladman, to ensure your motorway journey through roadworks is as safe and stress-free as possible.

- Ideally, you should check the status of any roads you plan to use beforehand. If there are significant amounts of repair works and you think you might get caught up in traffic consider taking a different route, even if it means covering a few more miles.
- If there's no alternative route, give yourself more time to travel and ensure you have plenty of fuel. Running out of fuel is one of the most common reasons for a breakdown on the motorway, so don't risk running on a low tank.
- Maintain a safe following distance of at least 2 seconds and if other traffic moves into your

gap adjust it by slowing very slightly. You won't add more than a couple of seconds to your journey.

- Try and look as far ahead as possible. There may be a lane that's restricted and marked off by cones. If it is safe to do so, merge in turn if vehicles are travelling at low speed.
- Keep an eye out for any roadwork signs that give you particular instructions. There may also be a temporary maximum speed limit that you will need to adhere to.
- Average speed cameras are also common where long term roadworks are in force – be prepared to slow down throughout. They are there for your safety and the safety of the workforce.

Richard said: "If you can see traffic building up then avoid switching lanes too often. Changing lanes on extremely busy roads will increase your chances of being involved in a collision and also slows down traffic flow.

"So long as you stay alert and plan ahead, your journey should be a safe and stress free one."





## Avoiding car crash scammers

Motorists can often fall victim to intentionally staged road accidents, which force insurance companies to pay out high claims. With some useful tips from IAM RoadSmart's head of driving and riding standards Richard Gladman, here's how you can try and stay clear of fraudulent scams.

- Be sure to stay extra alert on busy roads. Try to identify hazards early, slow down and stay back until it's safe to pass through.
- The best way to anticipate a hazard ahead is to look beyond the vehicles in front of you and respond as opposed to react. Maintain a two second gap if traffic is flowing and at least one foot per mph in slow moving traffic.
- Be wary of motorists tailgating you – they may be doing this intentionally to get your attention. Ignore any gestures they make, but if at any point you feel threatened, pull over where it is safe and legal to do so and let them pass you.
- If you're involved in a collision and don't think it's your fault, call the police immediately. If you can, canvass for witnesses and try to get contact details. Whatever you do, avoid getting into a confrontation.
- Try to collect as much information as possible and take some photographs. If any images indicate a fewer number of passengers in the car you can reduce the potential of any fraudulent injury claims being made. Find out more about insurance fraud here:  
<https://www.insurancefraudbureau.org/>

Richard said: "Road rage is one of the reasons intentional collisions occur, but this can be avoided. Simply avoid reacting to another driver's bad behaviour because this will only make matters worse. If you have made a mistake a friendly wave of apology can often defuse the situation."





## Emergency vehicles – how to respond to them

How can you help an emergency vehicle reach the scene of an urgent situation quickly and safely? Here's IAM RoadSmart's head of driving and riding Richard Gladman, to guide you through.

- Whenever you hear the sound of an emergency siren mute your music so you can work out where the noise is coming from. Be prepared to plan your next manoeuvre if the emergency vehicle requires your help to get past.
- Be sure to pull over and stop where it is safe to do so, giving the emergency vehicle a wide enough berth. Make your intentions clear and certainly avoid blocking any major junctions or stopping in the middle of the road, on the brow of a hill or before a bend.
- Avoid stopping on kerbs, pavements and verges as they may mask hazards, damage your vehicle or put pedestrians at risk.

- The vehicle trying to pass may be a plain looking car with emergency warning equipment such as lights fitted to it – be prepared to assist in the same way.
- Going through a red light or using a bus lane to make way for an emergency vehicle is in fact breaking the law and cameras have no discretion. Avoid this at all costs and be sure to stop only where it is legal and safe to do so.

Richard said: “Emergency lights are not always easily visible and the sirens can be heard from different directions so be as vigilant as possible. Motorcycles are also used by all emergency services and they may be hard to see – be prepared to respond and plan your route before acting.

“To find out more about our advanced driving and riding courses take a look here: <https://www.iamroadsmart.com/courses> .”





## Coping with hay fever

A runny nose, headache and constant sneezing – these are just a few of the symptoms hay fever sufferers deal with during the summer. These symptoms can affect motorists in a number of ways. Here's some advice from IAM RoadSmart's head of driving and riding standards, Richard Gladman, about what you can do to better cope with it before taking to the road.

- Try to minimise the effects by ensuring your car is clean and dust free and that you operate the air conditioning or ventilation to your advantage, making use of air recirculation where possible.
- For anyone who hasn't been diagnosed with hay fever and is feeling under the weather, avoid driving or riding and arrange to see your GP as soon as possible. What you might think is just a slight cold can become a major distraction – so get it checked before it gets worse.
- While over-the-counter medicines will help with a runny nose and sneezing symptoms, a lot of these tend to contain codeine, which can

blur vision and make you feel drowsy - check with your GP what the best course of action is.

- Your GP may advise you to take anti-histamines to control the symptoms, but make sure you take the non-drowsy ones. If you're unsure, read the leaflet or speak to your pharmacy for more advice.
- If you need to get somewhere but don't feel well enough to drive or ride then see if someone you know can take you and drop you back. Whatever you do don't take yourself - you may just end up sneezing and travelling up to 50ft with your eyes closed and losing control of your vehicle!

Richard said: "If you are stopped by the police after taking a hay fever remedy and driving whilst impaired you could find yourself falling foul of drug driving regulations. See attached link: <https://www.gov.uk/drug-driving-law>

"Be sure to check the medication thoroughly and see if it is suitable. But most importantly, concentrate on your route to recovery so you can get back onto the road sooner rather than later."







## Fleet experts learn hard truths about the bottom line impact of crashes

Transport industry fleet managers were gathered together recently by road safety charity IAM RoadSmart to learn more about the true costs of business-related road crashes – and were shocked to discover the impact these collisions could have on their profits.

Representatives from blue-chip companies including Cannon Hygiene and Pest Control, Belron UK and the National Service for Health Improvement (NHSI), attended the second gathering of the Business Customer Advisory Group (BCAG), hosted by IAM RoadSmart.

In 2013, 1,731 people lost their lives in Great Britain (reference 1) in road traffic crashes with one-third of all crashes involving people on a business-related journey (reference 2). Managers at the gathering felt that businesses are unaware of just how expensive a crash can be – and the ‘ripple’ effect of how that cost keeps increasing.

To appreciate just how expensive to a business those ripples can be, the group which meets regularly to identify issues and debate solutions, was addressed by a leading road

risk management specialist who lifted the lid on the real bottom line costs of a business-related crash, which include lost productivity, late deliveries, brand damage and high staff turnover.

Lesley Upham, IAM RoadSmart commercial director, said: “The true cost of a crash was a revelation to everyone at the meeting. A crash is not just about vehicle damage – it can affect company reputation and at worst result in a fatality and a corporate manslaughter fine.

“The impact on profits is far greater than many businesses might imagine. As the roads get more crowded and the pressures on employees increase, the commercial sector knows it cannot afford to bury its head in the sand and is looking for targeted, preventative intercessions.”

To support this requirement and building on its new business portfolio “Driving for Work” IAM RoadSmart used the BCAG meeting to preview a new range of driver safety course modules including motorway driving and vehicle management.





## Keep a weather eye out for the vulnerable

With cycling proving to be a popular and convenient way to get around, it is vital to stay alert when sharing the road with vulnerable road users. Here are some tips on what to look out for in summer traffic from IAM RoadSmart's head of driving and riding standards Richard Gladman.

- Be aware of cyclists and scooters and remember to check your mirrors and blind spots before moving off and turning. Expect the unexpected.
- Junctions are the most dangerous locations for cyclists. Drivers tend to see only the biggest vehicles and miss the smaller and unprotected cyclist.
- Pay attention to what's going on around you. Even though you are looking for a chance to move off you should also be prepared to stop.
- Be patient. Driving aggressively and sounding your horn can cause confusion for cyclists and lead to accidents.
- Cyclists will always be slower than your car so keep a constant watch on your approach speed to avoid running into the back of a cyclist.
- Give riders space when overtaking. Give at least a car's width as you overtake.
- Try walking in their shoes. Consider riding a bicycle for some of your own journeys to get an understanding of some of the challenges cyclists face.
- Look out for children cycling off the pavement and on to the road. In the summer they may be playing unsupervised and when the schools recommence they may also be on unfamiliar roads to their new school.

Richard added: "With interest in cycling at an all-time high it is inevitable more riders will take to the road to emulate their Olympic heroes. Until we have more extensive cycling infrastructure, responsible and safe driving is the only way to ensure the wellbeing of all road users."





## Supporting Safe Driving Into Old Age report

The UK's leading independent road safety charity IAM RoadSmart has released this statement in response to the new report Supporting Safe Driving Into Old Age by the Older Drivers' Task Force.

Neil Greig, IAM RoadSmart director of policy and research said: "Official crash statistics show that the risk of older drivers hurting others in serious crashes is lower than middle-aged drivers and half that of young drivers. As we live and drive longer, it is not acceptable to stereotype the majority of older drivers who ensure they are fit to drive. The vast majority of these drivers are responsible, safe and well aware of their limitations but they do need help to keep them mobile and independent. Increasing the age of licence validity to 75 can be done without compromising safety and including an eyesight test is a welcome additional safeguard with which most drivers can easily comply.

"As a provider of quality controlled driving assessments for older drivers, IAM RoadSmart welcomes the proposals for evaluating courses to ensure they deliver safer drivers. We have now delivered almost 2,000 Mature Driver Assessments, with most respondents finding them a very positive and rewarding experience. As insurance premiums rise it is even more important that older drivers have access to assessments and training that can allow them to prove they are a lower risk.

"The role of the medical profession in providing advice, information and signposting to assessment courses is critical. Training doctors, nurses and carers in how to recognise the mobility needs of those consulting them must improve. IAM RoadSmart looks forward to working with government, NHS, police, car makers, road engineers and the insurance industry to deliver the reports excellent recommendations."







# Road rage – don't become a victim

Richard Gladman talks about how to avoid becoming a road rage victim, and what to do if it does escalate.

- If someone is being confrontational or aggressive, don't make eye contact and don't react visibly.
- Let the other driver go on ahead. You might feel wronged, but letting the other party go will make no difference to the rest of your day.
- Name and shame! If you or better, your passengers, can film any behaviour on your mobile phone it will help in terms of evidence, including the registration number of the other vehicle involved.
- If the conflict is more serious and other processes aren't working; call the police, especially if you feel there is a threat or possibility of violence against you.

- Sorry helps. If you were at fault, admit it and apologise. If you feel upset or emotional pull over and get some fresh air or walk around if you need to before resuming your journey.
- Again find some distraction, like listening to the radio – move your mind deliberately onto something else – deliberately driving well would be a good example – but don't dwell on the incident.

Richard said: "Road rage does not affect everyone every day. If you're finding it is happening very often, you might want to think about how you engage with other road users."

He concluded: "No-one need experience road rage, but it is up to each of us to ensure it stays that way."





## **IAM RoadSmart chief executive Sarah Sillars named in Autocar Great British Women in the Car Industry**

IAM RoadSmart chief executive Sarah Sillars OBE has been named in Autocar's Great British Women in the Car Industry 2016. The awards, which named 100 inspirational British women from the automotive industry, were celebrated at a reception at the SMMT on Friday (08/07) afternoon.

**Sarah was recognised in the Executive category, alongside leading industry figures such as Alison Fowler, Ford of Europe, Nikki King OBE, honorary chairman of Isuzu Truck UK and Wendy Williams, chief executive and company secretary of the IAAF (Independent Automotive Aftermarket Federation).**

Sarah joined IAM RoadSmart in February 2015, having previously overseen the commercialisation of Semta, the sector skills

council for engineering and advanced manufacturing.

She has a long and illustrious career within the automotive sector, having been CEO and Executive Chair of the Institute of the Motoring Industry (IMI). They made her an Honorary Fellow and Vice President on her departure in 2012.

She was awarded an OBE in the Queen's Birthday Honours List in June 2008 for services to skills training and the retail motor industry.

Sarah has more than 25 years of experience within the motor and retail industries, having begun her career with Marks & Spencer, managing stores in England and later as Operations Director at automotive management consultancy Anne Gray Associates.





Sarah said: “What can I say? It’s a fantastic honour to be recognised alongside so many brilliant women, from across the industry. Automotive is a great sector to work in, because of the diversity of roles and the opportunities to progress. Just look at the Autocar list!

“While the car industry is often perceived as male dominated, these awards demonstrate that there are opportunities for all. I’d recommend anybody interested in a career in this area to talk to the IMI who are really championing careers in all areas, whether that’s PR, marketing, business management,

IT or the core business of engineering, sales and aftermarket.”

The judging panel, was made up of Autocar’s Brand Director Rachael Prasher, Jim Holder, Steve Cropley, Rachel Burgess, Mel Falconer, and Vicky Parrott from Autocar’s editorial department, plus SMMT chief executive Mike Hawes and director of communications and international, Tamzen Isacson.

The initiative is backed by the Society of Motor Manufacturers and Traders (SMMT), Direct Line Group, Ford, Jaguar Land Rover and KPMG. Additional support comes from Gaia Innovation.







**Closing date for the winter 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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