

e-NEWSLETTER



iAM
RoadSmart



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

**TAUNTON GROUP OF
ADVANCED MOTORISTS**
www.tgam.org.uk



Number 142

Spring 2017



TAUNTON GROUP OF ADVANCED MOTORISTS

e-NEWSLETTER

**Published Quarterly
Editor: David Walton**

**IAM Group No. 1005
Registered Charity No. 1062207**

www.tgam.org.uk

Any comments or opinions expressed in this e-Newsletter are those of the contributors and not necessarily of the Institute of Advanced Motorists Ltd., Editor or Committee. They are published in the belief that free expression may stimulate and breed ideas. No legal responsibility can be accepted for any article or advert published. Please send any items for consideration to be included in the next e-Newsletter to David Walton, our Editor (details on the back page). Items will be published ASAP.

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.

CONTENTS



- | | | | |
|----|---|----|---|
| 4 | From the Chairman
By Andrew Griffiths | 24 | Air Bags and how to avoid potential injury
By Barry Keenan |
| 8 | The Committee | 28 | Morgan Day at the Brooklands Museum
By John Gilbert |
| 9 | Group Observers | 34 | Air-conditioning Management
By Andrew Griffiths |
| 10 | Calendar | 36 | 50 Years with an H.G.V. Licence
By Andrew Mayes |
| 11 | Members' Page | 40 | Messages from Grateful Associates |
| 12 | President's Ponderings
By Brian Howe | 41 | How does IAM RoadSmart 'out-Trump' Trump?
By Sarah Sillars |
| 16 | Events Corner
By Barry Keenan | 44 | All you wanted to know about driving but were afraid to ask! |
| 21 | The Advanced Driver Course
By Andrew Griffiths | 45 | Recent Releases from IAM Press Office |



Chairman's Corner



Chairman's Welcome

Welcome to this edition of our newsletter and of course a Happy New Year to you all, even though it seems a while since we saw in the New Year.

Much happened in the closing weeks of 2016 and the early weeks of 2017. Firstly, IAM headquarters relocated to Welwyn Garden City; the building in Chiswick has been sold and the new premises are being leased in an effort to be more efficient with funds. The relocation meant some staff casualties but new staff had been locally recruited through an interview selection process. So it's onwards and upwards!

TGAM has been busy too. All of our Observers have now completed their training and final assessment for the IMI Local Observer Qualification. The training and assessments were carried out by 3 approved Assessors; a motley bunch I have to say - David Perkins, Barry Keenan and myself. I'm grateful for all of the hard work put in by our Observers and my fellow Assessors alike because we've beaten the April 2017 deadline set by IAM and IMI for completion of the process.



By Andrew Griffiths





What does this mean for IAM? It means that Observers across the UK will hold an observing qualification accredited by the Institute for the Motor Industry. The training and assessments for this qualification are the same for all Observers regardless of where they live or to which IAM Group they belong; this in turn means a high and consistent level of training for Associates across the UK.

As a Group, TGAM has now parted company with the old Skill for Life course and switched to delivering the new IAM RoadSmart Advanced Driver Course which has replaced it; we are seeing our new Associates joining us through this new course. What does it mean for longstanding members of our Group? Simply that should anyone like to have a refresher drive with an Observer, it will be based on the new Advanced Driver programme rather than the now obsolete Skill for Life programme. Some of the differences are subtle; some take account of new car technologies, in-car driving aids such as satellite navigation. The main thrust for the change is around the **structure and format** of the course content and in its **delivery** by IAM's Observers nationally.

The training hinges around 7 core competencies, 6 of which are framed by IPSGA. I've written a short article on these competencies for information purposes and you'll find it later in this newsletter.

No doubt you've seen fog alerts for southern England and maybe you've had to drive in these foggy conditions. IAM has issued top tips (below).

- Give your car windows a good clean, including the section beneath the windscreen wipers. Dust, tar, tree sap and grime build up fast, particularly at this time of year.
- Keep your windscreen washer topped up with screen wash to rinse off any debris while you are driving – dirty windows tend to mist up quickly, making it more difficult to see.
- Remember to switch on your dipped headlights and don't rely on them switching on automatically. If visibility is less than 100 metres, switch on your fog lights, but turn them off once visibility improves.
- Always drive so you can stop on your own side of the road and within the distance you can see to be clear. Patches of fog will not always be of the same density and may get thicker again – be prepared to slow down.





- At junctions stop and listen to get as much extra information as possible about oncoming vehicles, but remember that thick fog can deaden sound and make judging speed even more difficult.
- A combination of fog and darkness can make it extremely difficult to see. Keep an eye out for vulnerable road users including pedestrians and cyclists, particularly on side roads and other areas of poor visibility.

I had to make a return journey on the A303 to Andover a couple of days ago. This involved travelling across the Somerset levels, across Salisbury Plain around Stonehenge where conditions were particularly foggy. Areas of the A303 had patchy fog of varying density making driving conditions hazardous.

Driving in fog requires vigilance and concentration. It is very fatiguing as those of you who have driven in such conditions have no doubt experienced. I was somewhat shocked at the speed at which some drivers were travelling past me; either they had bionic vision or thought that they were just simply invincible. One thing was for certain, they were driving too fast for the prevailing conditions.

On the return journey the darkness and fog combined made it **extremely difficult** to see (as the final bullet point in IAM's advice above states). My eyes were being strained to their limits, of that I'm sure. My response was to slow down to a speed such that if necessary I could stop **safely and comfortably** in the much reduced distance I could see to be clear on my side of the road (or, when on the A303, in my lane). And still drivers were overtaking at much higher speed. Sadly it would take a serious incident to convince the invincible out there to slow down.

You may recall the horrific multiple collision on the M5 by Taunton Rugby Club in November 2011 which claimed 7 lives.

When I went for my Police "ride along" a couple of years ago, my host for the day was one of the first Traffic Police Officers on the scene. Having already heard media reporting at the time, I asked him what he thought had caused the carnage; he explained that it was like pea-soup in the area the night of the incident and that drivers were travelling much too fast for the prevailing conditions (up to 80 mph according to media reporting).





The Officer drove me to a Police pound where all of the vehicles involved were being stored (including the articulated trucks) for ongoing investigation. The sight I was greeted with was something I'll always remember. I was shown a big lump of solidified metal which was once an aluminium engine of a car – and which was all that was left of that car! The intense heat had melted it to an unrecognisable lump.

And this was down to drivers travelling too fast for the conditions. Sobering thought!

And one should note that RTA's (Road Traffic **Accidents**) have been relabelled RTC's (Road Traffic **Collisions**).

And finally, we are kicking off 2017 with the planning of what I've called my "Young Drivers' Strategy". My plan is in keeping with IAM's key objective to reach out and educate

young drivers (aged 17-24) in the "high risk" category. Matt Murray and Andy Mayes are taking this forward and we will put something in more detail in the next newsletter as the planning becomes more developed.

In the meantime, safe motoring to you all.

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	chair@tgam.org.uk
Secretary/Membership Sec.	David Walton	secretary@tgam.org.uk
Treasurer	Isobel Jennings	treasurer@tgam.org.uk
Associate Coordinator	John Gilbert	coordinator@tgam.org.uk
Support Officer	Michael Wotton	cmmw@tgam.org.uk
SRS Liaison/Young Drivers	Matthew Murray	cmmm@tgam.org.uk
	Andy Mayes	cmam@tgam.org.uk
Events Coordinator	Barry Keenan	events@tgam.org.uk
Chief Observer/Masters Mentor	Andrew Griffiths	chair@tgam.org.uk
Newsletter Editor	David Walton	ed@tgam.org.uk
Webmaster	Paul Willitt	cmpw@tgam.org.uk
Committee Members	Brian Howe (President)	president@tgam.org.uk



GROUP OBSERVERS



Chief Observer and Masters Mentor & LOA	Andrew Griffiths
National Observer & LOA	Barry Keenan
National Observer & LOA	David Perkins
Local Observer	Godfrey Davey
Local Observer	Brian Dodd
Local Observer	Isobel Jennings
Local Observer	Hugh Todd
Local Observer	David Walton
Local Observer	Timothy Wheeler
Local 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

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



FEBRUARY

15	W	7:30pm	Members' Evening – Bloodhound SSC Martin Evans, a Bloodhound Ambassador and Secretary of the Bristol Group, is coming back to tell us more and update us on recent events.
----	---	--------	--

MARCH

15	W	7:30pm	Members' Evening – Morocco – mountains and desert – a 4x4 experience Karen Hummel will be telling us all tales of daring do and starry nights under a desert sky.
----	---	--------	---

APRIL

3	M	am or pm	Circuit Based Skills Day at Thruxton (Hampshire)
19	W	7:30pm	Members' Evening – A talk by Ch. Supt Ian Wylie, Area Commander of Avon and Somerset Constabulary

MAY

17	W	7:30pm	Members' Evening – A talk by Brian Standring, Taunton Dementia Champion
----	---	--------	---



MEMBERS' PAGE



Advanced Driving Test Passes

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

OBSERVED BY

Jack Halford	Godfrey Davey
John Chance	Tim Wheeler
Jen Wickes	Brian Dodd
Mark Stephenson (F1rst)	Barry Keenan
Jane Tocher	Barry Keenan

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.

Will you accept the challenge to get one new associate to join the group in 2017? You must have one friend or relative who wants to get more fun and enjoyment from their driving.

David Walton, Membership Secretary

The Membership Register

This quarter we have eight 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>
David Dibben	Somerton	Associate
Richard Butler	Charlton Mackrell	Associate
Noel Huggett	Yeovil	Associate
Simon Waldron	Taunton	Associate
Arjuna Pattapola	Taunton	Associate
Iain Pye	Taunton	Associate
Cecil Paige	Watchet	Associate
Richard Garrett	Yeovil	Full

We currently have 120 fully paid up members, with 25 yet to renew so far this year. We have 14 active associates.



PRESIDENT'S PONDERINGS



Christmas Lunch

Our TGAM Christmas Lunch, at only £14.95 for 3 courses, was held on Saturday 10th December 2016, 12 noon for 12:30pm at Oake Manor Golf Club, Oake, Taunton, TA4 1BA. This is an excellent venue and this last visit did not disappoint. The view from the sun lounge is stupendous. The service was attentive and the food was absolutely fabulous darling. Thirty-four guests attended and everyone said how good it was and what a great time they had. I bet you wish you had gone now! If you are interested in the 2017 Christmas Lunch, at Oake Manor, on Saturday 9th December, 2017, at 12 noon for 12:30pm, please contact our "GO TO GUY", Barry Keenan at events@tgam.org.uk. Due to age, health/mobility and family, I will no longer be organising this annual event, nor will I be organising the Classic Car BBQ in July. (Although I must admit, I have already booked the caterers, and measures have been put in place to avoid the queueing problems of last year).



by Brian Howe





Blue Badge Scheme

As a Blue Badge holder myself, I was recently reviewing where and when the badge could be used, and I thought it might interest other drivers to provide more information.

A Blue Badge will help a disabled person to park close to their destination, either as a passenger or driver. However, the badge is intended for on-street parking only. Off-street car parks, such as those provided in local authority car parks, hospitals, or shopping areas, are governed by separate rules. Here, I am concentrating on where a disabled person can and cannot park in the on-street environment.

How to use the Blue Badge properly

The badge must never be given to friends or family to allow them to benefit from parking concessions. The badge holder must never use a copied badge to park or attempt to alter the details on a badge. The badge remains the property of the issuing local authority. They can ask for its return if it is being misused.

Responsibilities of a Blue Badge holder

It is down to the badge holder to use the Blue Badge properly. The badge and its concessions

are for the holders use only. It is a criminal offence for anyone to misuse the badge and doing so could lead to a £1,000 fine and confiscation of the badge. Making sure that the scheme is not abused will benefit genuine badge holders. If a disabled passenger is using the parking concessions, it is their responsibility to make sure that the driver is aware of all the rules as set out in the DfT leaflet, 'The Blue Badge scheme: rights and responsibilities in England'. The badge is for the benefit of the holder only. It must only be displayed if the holder is travelling in the vehicle as a driver or passenger, or if someone is collecting or dropping off the holder and needs to park at the place where they are being collected or dropped. They must not allow other people to use the badge to do something on their behalf, such as shopping or collecting something for them. The badge should not be used to allow non-disabled people to take advantage of the benefits while the holder sits in the car. It is a criminal offence to misuse a Blue Badge. This includes people other than the holder taking advantage of the parking concessions under the scheme.





The badge must be displayed on the dashboard where it can be read clearly through the front windscreen. The front of the badge should face upwards, showing the hologram. The side showing the photograph should not be visible through the windscreen. If the badge becomes unreadable through fading or wear and tear, it must be returned to the issuing local authority for a new one. An illegible badge may result in a parking fine. Incorrect display of the badge may also result in a parking fine or PCN. Police officers, traffic wardens, parking attendants and Civil Enforcement Officers have the power to inspect the badge. These people should produce an identity card with their photograph on it to prove who they say they are. However, Civil Enforcement Officers are allowed to operate in plain clothes. If any of these people ask to see the badge it must be shown to them. If not, the badge holder will be breaking the law and could be fined up to £1,000. Enforcement Officers also have the right to retain the badge, without police presence, if they have reasonable grounds to do so.

Where a Blue Badge holder can park

The badge **MUST** be displayed at all times when using disabled parking concessions.

- On-street parking meters and pay-and-display machines; Badge holders may park for free and without time limit.
- On-street disabled parking bays. (Signs have a blue wheelchair symbol); Badge holders may park for free. Unless signs say otherwise, they may park without time limit. The blue clock must also be displayed with the Blue Badge if the bay is time restricted. Always try to use these bays instead of parking on yellow lines.
- On-street Yellow lines; Badge holders may park on single or double yellow lines for up to three hours but in general, not where there are restrictions on loading or unloading – indicated by yellow dashes on the kerb edge and or signs on plates.

Badge holders are not entitled to park on yellow lines in off-street car parks. Where local schemes apply, such as those in parts of London, the rules for that area should be checked with the relevant local authority.





The Blue Badge must be displayed and the blue parking clock should show the quarter hour period during which the badge holder arrived. The holder must wait for at least one hour after a previous period of parking before they can park the same vehicle in the same road, or part of a road, on the same day.

Off-street car parks

The rules for Blue Badge parking in car parks are many and varied. Some provide free parking, either without time limit or for a specified maximum period. Some charge per hour but add a one hour extra concession. Others have no blue badge concessions and charge everyone the same rate. Always check the relevant rules for each individual car park at the pay machine. The rules will be identified with the blue wheelchair symbol. Do not assume that a badge holder can always park for free.

Since the demise of the car tax disc some local authorities are now requiring proof of DVLA Disabled Taxation Class (a valid V5, log book

must be shown), or they may ask for proof of entitlement to High Rate Mobility component of DLA or Enhanced Rate Mobility component of PIP. The relevant entitlement must be shown and the local authority or car park operator, may require the badge holder to register before receiving concessions.

Badge holders must not park on Clearways (no stopping) or Urban Clearways within its hours of operation. The badge holder may pick up or drop off passengers, but all parking is forbidden. For other areas where parking is not allowed, please refer to the Highway Code.

Badge holders do not have to pay the Central London Congestion Charge, but must first register with Transport for London and pay a registration fee of £10. They may also be entitled to concessions at some bridge or road tolls.

Brian L. Howe.

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



Events Corner



A bit late, maybe, but here's wishing all TGAM members, supporters and significant others a very

HAPPY NEW YEAR

Over the last year or so we've had a small, but loyal cadre of supporters come along to the members evening to mix, mingle and support the group and our guests. My thanks to each and every one of you.

However, for this year I'd like to put out a plea for every TGAM member to make that extra effort to attend these monthly meetings so that they can become even more lively and inter-active than they have been. And who knows, you may even enjoy yourself, to boot!

So, what have we got planned for you this year, then?



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





January

Well as you all know, we don't have a Member's Evening in January. There's just too many of you away on your winter hols to make it worth while. Your committee however, continue to beaver away at all sorts of committee type stuff and keeping the whole show up and running.

February

Our Members Evening on the 15th will see our old friend Martin Evans, SCC Bloodhound Ambassador (and Secretary of the Bristol Group of Advanced Motorists) popping back to give us an update on the status of the almighty SCC Bloodhound.

As you know, the Bloodhound and all it entails is of world class importance in the field of engineering and transportation.

There's been a lot of developments in the Bloodhound camp over the last few years and the team hope to have their first supersonic record attempt at the Hakskeen Pan, Northern Cape, South Africa in October of this year. Martin will be looking forward to giving us the latest information on that and other

developments in the Bloodhound programme. So, put the date in your diary and we'll see a full house in February.

March

This was a little up in the air to be honest. We were scheduled to have a chap from the Vehicle Licensing department come, but unfortunately he's been re-shuffled out of a job and the chap who replaced him just hasn't bothered responding to any of my phone calls or emails. (Don't you just hate people like that?)

Then the two supporting acts that I had lined up also had to withdraw. The first because he is away on the piste that weekend spending time with a couple of planks strapped to his feet. Seems like a dangerous pastime to me. I went skiing in the army (many years ago) and spent most of my time hurtling down hill on my backside! The second because she has been offered a cancelation appointment for some sort of corrective surgery at Musgrove and for some reason thought that was more important than coming along and telling us all about her chosen subject; horses.





Thankfully our very own 'darlin' of the desert' Karen Hummel has stepped into the breach to tell us all tales of daring do and starry nights under a desert sky. I say thankfully because if she hadn't of rescued you like she has, you'd have been stuck with an evening's quiz. Lord knows I've got plenty of quiz type questions hanging around ready for next December's Christmas Quiz. (And, yes, I'm that far in advance)

April

Best behaviour required on our night of the 19th because Ch. Supt. Ian Wylie Somerset Area Commander will be coming along to give us the low down on Policing in the 21st Century.

May

On the 17th May our guest speaker will be Brian Standring. Brian is the 'Dementia Friends Champion' for Taunton and he'll be coming along to talk to us about the Alzheimer's Society' Dementia Friends' initiative.

This national initiative from the Alzheimer's Society is all about viewing dementia in a different way and making a positive difference for those people (and their relatives) who live

with this awful disease. If you're looking for an informal briefing on dementia and how it affects people, then this is definitely the talk for you.

June

The night of the 21st will see us visited by Jo Comber. Jo is the Taunton Mayor's Civic Officer and is the lady behind the throne. It's Jo's job to ensure that the Mayor is at the right place at the right time and with the right speech in hand. She's also responsible for co-ordinating the various visits from other town Mayors and dignitaries from around the globe.

I've seen a little of what she does to keep the civil ceremonies running smoothly and I can assure you that this will be a really good and interesting talk. And I would certainly encourage you to come and get a different insight into how our local politics work.

I'm also hoping that we may be offered a stand at the Bristol Classic Car Show at the Royal Bath & West Showground, but we're still negotiating that one at the moment. I'll get back to you later in the year with any developments.





July

July is the time for us all to gather again in the great outdoors and marvel at the variety of cars and machines that join us for our very own Classic Car Show. Free food, convivial company and wonderful vintage cars all lovingly cared for. What's not to like?

I'm also hoping that we'll be invited back to man a stand at the annual Watchet Carnival Fete which is held at the Memorial Ground in Watchet. Again, if you find yourself in the area, do pop along and support both the Fete and the TGAM gang at the red tent.

August

Now August is a repeat of January, except this time, everybody's away on their summer hols. That means there'll be no member's evening until September, but never fear, once again we'll be flying the flag at the West Somerset Steam Show and it would be really nice if other members of the group could join us to help spread the love, a little. If you're interested in manning the tent, (please say you are) then please get in touch with either me or any of the committee. My contact details are shown below.

September

Well would you believe it? We're hosting the annual regional inter-group quiz!!!

Now you **MUST** come along for that. Lord knows we could do with the encouragement. For the last mumble, mumble years we've allowed (yes, that's it, we've allowed dammit) the other groups to take the lead, but only because we didn't want them to go away feeling less than great. We could have won if we'd really wanted to. Obviously. After all, we know we're a really wonderful group, so we really had nothing to prove. (Ha!) Who needs to win the stupid quiz, anyway?!

Also in September we've been invited to attend the 1st Annual Somerset Moto Fest which is being held at the RNAS Yeovilton Museum. Again this should be quite a good day so for those Camaloteers amongst you, it's on your doorstep, so do wander along and enjoy the day. And if by chance you want to join us at the TGAM tent, then please do, you'll be most welcome.

October

The 18th is the date for our AGM. This is your chance to influence the group and the





members of the committee. As always, we need your support and input, so if you've considered putting more into the group in the past, this is your chance to stand up and be counted and to bring your expertise and life experiences to the group.

At the very least, even if you don't want to stand for office, then please, please make the effort to attend on this one night and have your say.

And our guest speaker that night? None other than Sarah Sillars, IAM RoadSmart Chief Executive Officer. Sarah will be there to tell us all about the direction that the organisation is taking and how it's managed to keep up with the times and changing legislation.

November

This is where we would have heard from Karen Hummel, but as she's already given us the scoop on her foreign travels, I'm having to get in somebody else. At the time of writing (early Feb) I'm rather hoping it will either be Martin Evans from the Canal & River Trust or Gill Longhurst from the local British Horse Society. Watch this space. If neither of them can make it (again) we're back to the spare questions from the forthcoming Christmas Quiz!

December

All the work of the year will have drawn to a close by now and we can start to relax as we meet for the almost the last time of 2017 for our Christmas Quiz. (And yes, I really have all the questions and more ready since January)

This will be followed by the annual TGAM dinner at the Oake Manor Golf club, but I haven't yet fixed the date for that, so again it's a case of watch this space.

So that's it. A full year of activities are planned and ready to go, but if any you gentle readers have something in mind that you'd like to see on the 'events calendar', just let me know and I'll do my best to get it organised.

Thanks for taking the time to read my scribbling's and I look forward to seeing you at the next (and following) Member's Evenings. In the meantime, here's to your continued happy, safe and enjoyable motoring.

Barry,

Events Co-ordinator,

T : 01823 – 254621

M : 07776 – 124001

E : events@tgam.org.uk





The Advanced Driver Course

By Andrew Griffiths

The Advanced Driver Course is a new product from IAM RoadSmart and it has replaced the now obsolete Skill for Life. The course is based on 7 competencies, 6 of which are framed by IPSGA which is the system at the core of advanced driving.

Competency 1 Human Factors

The lifestyle influences and other factors that need to be considered in preparation for advanced driving. This is the only competency not framed by IPSGA.

The competencies framed by IPSGA

Competency 2 Core Driving Skills

The skills required to operate a vehicle's controls with a degree of finesse. For example, to change gear in a smooth and timely fashion and to steer accurately.

Competency 3 Bends and Cornering

The practices and techniques required to safely negotiate bends and corners. For example, correct positioning, acceleration and the use of limit points.

Competency 4 Roundabouts and Junctions

How to safely enter, negotiate and leave junctions & roundabouts while executing the 'planning to stop but looking for information to go' approach required of advanced drivers.

Competency 5 Overtaking

All the necessary pointers for building awareness and good practice when overtaking; the area where drivers are most likely to come into conflict with another road user.

Competency 6 Dual Carriageways and Motorways

How advanced drivers should demonstrate awareness of the differences between dual carriageways and motorways, the likely hazards and how to avoid them.

Competency 7 Manoeuvring

The markers of confidence and proficiency that an advanced driver must display when turning a car and performing parking manoeuvres at the side of the road and in car parks.





All of the competencies are measured against a specified set of requirements so that the Associate knows what they must do to demonstrate they have achieved them; nothing is left to interpretation. For example, the competency requirements for Competency 4 (Roundabouts and Junctions) looks like this:

Information	Achieved
Monitors their speed and distance on approach	
Identifies the type of roundabout system they are approaching	
Assesses the speed and position of other road users	
Checks mirrors and blind spots before deciding on their actions	
Identifies hazards and prepares for situations that may arise	
Identifies the best position to enter, negotiate and leave the junction	
Considers their signals prior to changing position	
Accurately identifies the first entry gap that it is safe to use	
Identifies the correct exit and looks for an early view into the exit road	
Position	
Adopts the appropriate position without causing others to alter course or speed unnecessarily	
Speed	
Accurately adjusts speed in relation to the physical features of the junction and traffic flow	
Gear	
Selects and engages the appropriate gear for the speed and circumstances	
Acceleration	
Maintains correct acceleration application on entering, negotiating and leaving the junction	





The Associate's Logbook contains useful information sheets on the following topics:

- Car Technology; auto gearboxes, cruise/speed limiter, antilock brakes, electronic stability programme, auto headlights/washers
- Communication; mobile phones, satellite navigation, Internet
- Driving at Night; legislation, practicalities of lighting and of night driving, limit point analysis
- Responding to Emergency Vehicles; Highway Code, Rules 31, 219, 281. (You all have the Highway Code so you can look these up)
- Inclement Weather; driving in rain, high winds, snow/ice, fog, bright sunlight
- Pre-drive Checks; POWDER and Cockpit check, start-up procedure, moving brake check

My intention is to put a couple of these sheets into each newsletter – starting with the next edition – so you can read them at you leisure; some will provide new information while others will refresh memory cells! Worth reading as our Regional Quiz in September (hosted by TGAM) will have a motoring section (and I shall say no more).

Andrew, Chief Observer

February Members' Evening

BLOODHOUND SSC



Martin Evans works as a Bloodhound Ambassador, an unpaid volunteer position in the organisation. He is also an IAM member and is a Senior Observer with the Bristol Group and also their Secretary. He has given us very interesting and informative talks about Bloodhound in the past and is coming back to tell us more and update us on recent events.

Wednesday 15th February 7:30pm
Hatch Beauchamp Village Hall





Air Bags and how to avoid potential injury by judicious steering!

By Barry Keenan

For those of you who don't know it, Buncombe Hill forms a part of the Quantocks and winds its way from Kingston St. Mary at the bottom to 'The Pines' café at the top where, for a country road, there's quite a major junction. Buncombe Wood straddles both sides of the Buncombe Hill road. With its 17% incline it's a quite steep road and always presents interesting challenges when going either up or down the hill.

Well, one evening, towards the end of August I was innocently driving down the hill having spent time up on Lydiard Hill watching the sun set over the valley, when, with a flash of brown and a total disregard for either its own or other road users safety, some kamikaze deer leapt out of the woods on my right, and with a kick of his heels, bounded across the road and disappeared into the woods on my left.

To say that I was surprised is, you'll understand, a bit of an understatement. But!

I'm an Advanced Driver who travels this road quite regularly so being as ready as one can be for this unexpected challenge to my driving I didn't need to slam my brakes on and career out of control into the hedgerow or worse still, over the bank and into the valley below. (Almost, but not quite!) But it did get me to thinking.

What if the deer and I had collided? What would be the outcome to either me or the deer? For the deer I would imagine there would be quite a bit of pain and a not inconsiderable amount of blood lost. But for me in my cocoon of a car? I would be protected by the crumple zones and airbags. But would I be injured? I don't know, possibly.

So, having had the indignity of this imaginary accident, how can I best protect myself from potential injury from the airbag exploding in my face?





An airbag is an energy absorbing cushion that's designed to inflate extremely rapidly then very quickly deflate during a collision, impact or sudden rapid deceleration of your vehicle to either prevent, or minimise harm to the occupants. The bags are variously stored within the steering wheel, instrumental panel, body frame pillars, the headliner and windscreen.

In other words, airbags are designed to provide the occupants with a soft cushioning and restraint mechanism during a crash to prevent any impact or impact-caused injuries between the flailing occupant and the interior of the vehicle.

Even within the same marque, some vehicles have more or fewer airbags than others. I would suggest that if you don't know where your cars airbags are, or indeed if it even has any, then either re-read your cars instruction manual, or take a trip to the dealer & check.

Now, though your car may have several different airbags scattered throughout, for the purposes of this discussion, I'm going to concentrate only on the airbag contained in the steering wheel housing.

In case you don't already know, in the event of an impact/accident to your vehicle, sensors in the car decide if, when and which airbags are to be deployed. You should also be aware that depending on the type of impact your vehicle suffers, this could also mean that your car's airbags may be deployed either when you're travelling at a very low speed, (as little as 5 mph) or perhaps even when the car is stationary!



Figure 1





Figure 2

There are between 15 & 20 milliseconds after an impact for the sensors to decide whether or not the collision is serious enough to trigger the airbag. Once triggered, the airbag deploys at about 1,000 pounds of pressure and with a speed of somewhere approaching 200 miles per hour. Once inflated (about 20 milliseconds) the bag stays inflated for about 60 milliseconds and then starts to deflate. (About 40 milliseconds). As shown in figures 1 & 2 above, by using the pull/push method of steering, if the airbag deploys, it will do so safely between your arms and though you may get a surprise, you shouldn't really get hurt.

However, if as you drive you don't use the pull/push method, but instead use the rotation method of steering (i.e. you cross your hands over the wheel as you steer) not only do you have in my opinion, less control of the car, but if the airbag does deploy you potentially leave yourself open to some very serious injuries.

At the very least you could expect your hand or arm to be thrust back into your face at a tremendous force causing anything from soft tissue damage from rings, bracelets and watches etc., to potentially life changing injuries. These could include serious fractures of either your cheek bones, hands, fingers or arms, or even rarely, amputation of digits.

Perhaps even as this poor chap has, a branding of his forearm from the badge at the centre of his steering wheel. Can you spot, gentle reader what car he was driving at the time of the accident?!





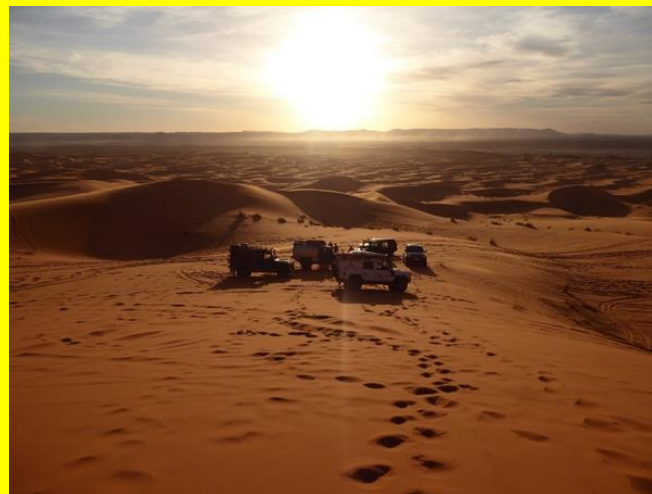
The fact is, Advanced drivers or not, we're all human and open to mistakes. Over time it's easy to forget basic techniques and perhaps take a few short cuts and eventually slip back into old, bad habits. If you recognise that you could be or even are guilty of this and would like to have a further driving assessment with one of the TGAM Observers, then please call John Gilbert, our Observer Co-ordinator on 01278 – 651222 or email him at johnwgilbert@btinternet.com and he'll be happy to arrange it for you. (And it's free, too!)

In the meantime, happy motoring!

Barry

Having written this article, I then found a piece by Chris Gilbert, (Peterborough & District Advanced Motorists) which you can find at: <http://peterboroughadvancedmotorists.co.uk/newsite/index.php/noticeboard/motoring-advice/members-articles/31-pull-push-steering-by-chris-gilbert> . You may well find it interesting & informative. I certainly did.

March Members' Evening



Morocco – mountains and desert – a 4x4 experience

Karen Hummel will be telling us all tales of daring do and starry nights under a desert sky.

**Wednesday 15th March 7:30 pm
at Hatch Beauchamp Village Hall**



Morgan Day at the Brooklands Museum

By John Gilbert (Photos by Ken Batstone)

I had originally planned to go to the Morgan Day at Brooklands last year but unfortunately I had a clash with dates and couldn't make it. After reading how good the 2015 event was, taking place in glorious weather, I was determined to go this year and made sure that I kept the date free. I had read that places were limited for the Cavalcade around the Mercedes World Track and for the runs up Test Hill and that prompt arrival was recommended to ensure a place so I decided to overnight with my old friend Ken Batstone who lives just four miles from Brooklands. I also have to thank Ken for taking all of the photos as I forgot to pack my camera.

After a drive along the A303, roof up as there was a definite threat of very heavy rain, I arrived in Walton on Thames. The road was pleasantly quiet with no holdups at the single lane sections. The next morning it was top down for the short drive over to Brooklands.

On passing through the Campbell Gate entrance to the Museum we followed a Morgan Brooklands



Speedster into the Paddock area which was already starting to fill up with Morgans of various models, and parked next to it. The Brooklands Edition Morgans were a limited edition launched in 2013 of which only 50 were built, powered by the 3.7 litre Mustang engine and painted Brooklands Green with Silver Satin bonnets. The new owners were also provided with a Brooklands Centenary book





and a year's subscription to the Brooklands Trust.

Our first intended stop was to register for both the Cavalcade and for the runs up Test Hill but there was a nasty rumour circulating that the Cavalcade had been cancelled, presumably by Mercedes World, which later, sadly, proved to be true. However I did sign up for the Test Hill runs.

The briefing for the Test Hill runs was held in the Barnes Wallis Atmosphere Chamber. We were told that the hill had a gradient of 1 in 8 at the bottom changing to 1 in 5, and finally 1 in 4. We were also advised not to do the runs if our exhaust pipe didn't have at least 6 inches ground clearance. If we didn't make it to the top we were told to apply our handbrake and await for assistance at which point we would be manhandled to the bottom of the hill. Finally we were told to not forget to brake at the top, apparently they were still finding parts of a Ferrari 360 which got airborne three years ago. One of the drivers asked for advice on technique and was advised to do the first run in first gear.

We were allowed to do three runs in the

morning session and three runs in the afternoon. On the first run I did as advised and stayed in first gear and took it easy. This gave me a chance to spot where the rather abrupt changes in gradient occurred and also where the smoothest concrete was. On the second and third runs I was much more competitive and quickly changed up to second for most of the climb while trying to avoid the potholes.



Braking just before the top, we then drove through the woods on the Members' Banking and then down onto part of the original banked track (speed limit 15 mph!), under the





reconstructed Members' Bridge, then left onto the Finishing Straight and back to the bottom of Test Hill for another run.



Having recently joined the Brooklands Trust as a Club Member I decided to take advantage of being able to make use of the Members' Bar for a delicious lunchtime bar snack. The Members' Veranda afforded an excellent view of the Morgans on display in the surrounding parking areas. The veranda also provided an excellent stage from which the cool jazz saxophonist played throughout the day.



There was an excellent selection of Morgans on display. I counted six classic three wheelers, nine M3s, and a large number of Aeros in addition to the usual classics. It was my impression that the mix was more slanted to the higher priced cars than in Somerset perhaps due to being in a very wealthy part of the country.

After lunch we decided to forgo our three runs up Test Hill and watch the action from the sidelines instead. During the morning's runs up Test Hill one of the cars didn't make it, the 1916 JAP engined Grand Prix of the bowler





hatted Dennis Plater. The car was manhandled back down the hill as per the instructions given in the morning's briefing. Despite this the car again took to the hill in the afternoon session and this time successfully completed three runs although by the time it reached the top of the hill the car was barely moving.

One three wheeler Morgan which completed the climbs with no problem at all was the 1929 vintage Morgan Aero, originally built for the Morgan racing driver Clive Lones, which had been brought out of the Brooklands Museum's collection for the day.

This vehicle was the first 'light car' to lap the Brooklands Outer Circuit at 100 mph and reached 116 mph in 1934. It held 37 world records. It was one of a team of Morgans that experimented with pits-to-driver radio contact at a race at Brooklands in 1931 but the sound of the loudspeakers was drowned out by noise. As the cars were equipped with hand throttles drivers would hold the throttles fully open with elastic bands while on the Brooklands banking so that they could use both hands to steer. At this event the car was driven by Jerry Larke, it's present owner.





All in all it was a very enjoyable Morgan event and, of course, it was also possible to view the Brooklands Museum (automobile and aviation) which is going through a particularly exciting time at the moment, notably the repositioning of the large aircraft hangar so that more of the Finishing Straight is uncovered and available for events. In addition, of course, for me it is always somewhat nostalgic returning to Brooklands as I worked there for nine years in the 1970s for BAC/British Aerospace and lived just on the other side of the Byfleet Banking for seven years.

As I started on my return journey the soft top was rather damp after overnight rain so I initially left it up to dry it out but stopped at the M3 Fleet Services to put it down. While sitting on the front wheel arch of my Morgan enjoying a snack, a car pulled up alongside and the immaculately dressed Italian accented driver admired the Morgan and then asked me for directions to Southampton. He explained that he worked for Giorgio Armani, had just attended a big event in London, and was now returning to Italy. He then proceeded to attempt to sell me a suit which I politely declined! The rest of the trip on the M3/A303 was uneventful.

By the way, now that I am a Club Member of the Brooklands Trust I can take up to two guests into the Museum free of charge so if anyone would like an absolutely free visit, and lunch in the Members' Bar, then please let me know, I'd be only too pleased to take you. As well as the Museum's fascinating cars, motorbikes, aircraft and buildings, access to the London Bus Museum is also possible. And then, off course, there is the Mercedes Museum at Mercedes World and track next door. The only snag would be that you would have to drive!





April Members' Evening



**Ch. Supt. Ian Wylie Somerset Area
Commander will be coming along
to give us the low down on
Policing in the 21st Century**

**Wednesday 19th April 7:30pm
Hatch Beauchamp Village Hall**

May Members' Evening



Alzheimer's Society 'Dementia Friends' Initiative

**Brian Standring is the 'Dementia Friends
Champion' for Taunton and he'll be
coming along to talk to us about this
initiative.**

**Wednesday 17th May 7:30pm
Hatch Beauchamp Village Hall**





Air-conditioning Management

By Andrew Griffiths

With the cold weather well and truly with us, the last thing we think about is the air-conditioning in our car. We use the heating in the winter and air-conditioning in the summer – yes? Well no, actually.

Air-conditioning (“air-con”) is like other parts of the car that need to be maintained so that when you come to need it, it works.

The fluid in the air-con system is a combination of refrigerant and lubricant. If the air-con isn’t used for long periods such as during winter months, the internal rubber seals in the system aren’t being lubricated and can perish, crack or shrink. The refrigerant and lubricant can separate leading to evaporation of refrigerant through the damaged seals. When you eventually come to use the air-con, you will get warm air instead of cold.

It can be costly to replace seals and re-gas the system but it is easy to look after them.

This article is written for those of you who have cars with a switch marked “AC”. Some cars

with climate control make use of the air-con automatically; this controls the humidity in the cabin thereby quickly demisting and dehumidifying. If your car has climate control, you can still give the refrigerant and lubricant mixture a good old stir by putting the blower on maximum and setting the cabin temperature as low as possible. This is particularly beneficial if you don’t use the car very much.

Looking after your air-con

Maintaining air-conditioning during winter months is fairly simple and this is how you do it. Once a week, with the car engine running and the cabin warm, **switch on your air-con with the blower on high speed and the temperature setting as low as it will go.** This stirs up the refrigerant and lubricant and circulates the mixture around the system, keeping the seals lubricated thereby reducing the risk of them perishing and reducing the risk of losing lubricant. It’s that easy.





Don't be fooled into thinking that just pushing the air-con button will suffice; to get the air-con mixture circulating the temperature must be turned down to minimum and you will know when things are working because eventually there will be ice-cold air coming through the air-ducts in the cabin. Try it!

A Tale of Woe

If you need convincing, read on. I bought a classic 30 year old Jaguar XJS a few months ago. This car belonged to a GP who died 9 years ago and the car was put into storage by his son until last year when he brought it out of storage, had it serviced, MoT'd etc. He then decided that it wasn't the car for him and sold it to me.

Having been stored for 8 years the air-con – along with other systems – hadn't been maintained although the car **had been** stored very carefully and sympathetically... and she is a beauty!

Quite simply, the air-con doesn't work and it will need the attention of a specialist who is qualified to work with automotive refrigerants; evidence suggests that most of the refrigerant

has been lost through leaky seals and what is left in the system is probably a small amount of the now obsolete R12 refrigerant (because of its ozone-depleting CFC content R12 has been superseded by R134a). The job is unlikely to be as simple as re-gassing as seals are likely to need replacing as well as the R134a incompatible lubricant in the compressor... oh boy! I knew this when buying the car and so I'm prepared for a hefty repair bill but once done the system will be fully functional and will be maintained - as described - throughout the year to prevent recurrence.

POWDER checks on vehicles don't include air-con systems as these are sealed systems and beyond the skills of the DIY'er; most garages can do an annual service check on them which is usually an additional cost to a standard service, topping up the refrigerant and lubricant and changing the filters.

Stay cool!

Andrew





50 Years with an H.G.V. Licence

By Andrew Mayes

This story starts on the day I was born, in a London Fire Brigade fire station. I lived in a flat above the station, in the south of London and this was my playground. I had access to the fire engines and station premises, and was often found sat in a "Green Goddess", (which was an auxiliary engine, kept at that station) playing with the steering wheel and gearstick. I would "help" the firemen in their chores, polishing brass etc. and washing down equipment. I was rewarded with a cup of tea and a Penguin. No 'elf & safety in those days.

My primary school was opposite a huge dairy/milk bottling plant. It had articulated lorries coming and going all the time and I would often spend playtimes climbing the fence to watch all this activity. They were mainly Scammell trucks, which was to figure largely later in my life.

Living in London my summer holidays were spent at my Grandmother's cottage in Somerset. After a quick breakfast, and with my sister, we would both be over the fence and

down to the farm behind the cottage. It was on that farm that I learnt to drive, mainly on a Fordson Major tractor, collecting the harvest, baling and bringing the cows in at milking time. Nobody told me to let the clutch out slowly and I often tossed somebody off the back.

At 16yrs I started work as an apprentice at a Ford main dealership, working mainly on trucks and tractors. I was allowed to drive in the workshop, and at 17yrs passed my driving test, first attempt, after less than 3 months driving.

Once I had a licence I was allowed to drive all the vehicles that came through our workshops, mainly Thames Traders. At the age of 19yrs, after 2yrs driving, an official form came through the post notifying of a new licence to cover driving HEAVY LOCOMOTIVES, (as they were called then) and asking to be filled in by ticking the vehicles that I was "used to driving". I gave it to my Manager who couldn't be bothered and told me to fill it in myself. I did... ticking all the boxes.

I was now officially an H.G.V. Driver.





I had no real experience of driving articulated lorries until I was seconded to Shell-Mex & B.P. at Avonmouth. I then had to learn very quickly, as all the vehicles were articulated tankers, and had to be reversed onto the servicing pits with no room for error. These were nearly all Scammells, which brings me back to my infant school in London.

Being an apprentice I took the City and Guilds Mechanics exams, and these progressed well, with some high achievements in my first and second years. I progressed onto the City and Guilds Technicians exam and passed the two year course after the first year. This was thanks to the excellent tutoring in my first two years at Filton Tech' College. I progressed onto night school at Bristol College of Commerce, and after two years there, passed the Institute of the Motor Industry's Qualification, eventually becoming a Full Member.

All these good results came to the notice of the Training Manager at the company I had moved to, after we had been taken over by the Lex Group of companies. With the backing of a large company like Lex, I progressed through management and was promoted to my first service manager's position at what is now

Taunton Trucks, in Priorswood, Taunton. The amount of truck driving gradually decreased as the managerial side became more demanding.

After a move to Staplegrove and Somerset County Commercials Ltd. I was Service Manager in a team that opened up a brand new dealership (Dodge Trucks, later Renault) and a commercial workshop. This involved covering the heavy recovery jobs when required, as we had no night shift cover. So I was back driving again, albeit only occasionally. A couple of years later the company took on the Toyota Franchise and as Service Manager, I was asked to head up this addition. It was quite strange, handling car owners rather than the heavy goods industry, but it meant less and less lorry driving. The difference between truck owners and car owners is another story.

Jump 15yrs, and the managerial side was becoming more target/budget orientated, with bureaucracy on the increase and less and less thought being given to the customer. This wasn't what I was used to and I didn't really go along with the "progress" as I saw it. So I jumped ship from the motor industry and enrolled with a lorry driving agency... Back to what I loved doing... Driving.





During all these years I had extra curricular experience of teaching. The first being back with the I.M.I. teaching part 3 of their qualification exam, "Service Management and Organisation". I really enjoyed this time in the classroom and took a teaching qualification course at the same time.

The second teaching I did was with the Football Association, coaching Goalkeepers at their School of Excellence at Burnham-on-Sea. This lasted 12yrs. I mention this teaching because it showed on my C.V. and I was asked by the driving agency to start up a new position of "Driver Assessor". This was virtually unheard of in the agency business and meant we gave all new drivers to the agency an initial assessment. This progressed to assessing the customers, and accident investigation. Assessing the customers meant that I spent a day on-the-job with them, noting all aspects of their business, and risk assessments, so that any driver from the agency going to work there, was fully briefed and knew what to expect. At that time there weren't many transport firms in Devon, Somerset and Wiltshire that I hadn't driven for at least once. The scope of the work

was also highly varied. From wooden roof trusses; ice cream; wood pulp into Bridgwater to make cellophane; frozen meat; Guinness; and dray-man work delivering to hotels and pubs on the run-up to Christmas.

Later, the agency joined a government scheme to teach fuel efficient driving to the haulage industry and I, with a colleague, were the first trainers on the books. This was classroom and on-the-job training and proved to be very popular. I was now teaching drivers how to drive. The agency, unfortunately, went bust later on, closed down, and we were all made redundant.

I moved to Langdon's, a local refrigerated transport firm. They picked up on my C.V. and I was again made an assessor. Another move to Wincanton Transport, driving for Argos at Huntworth, where I am now.

This brings this story up to the present.

I have often been asked if, or how much, I enjoyed lorry driving. With my Advanced Driver's experience, the driving side became easier. Being high up in a lorry cab (and Argos lorries being limited to 50m.p.h.) gives me a





good view of the world as it passes; the changing seasons; wild life in the fields and countryside; and especially other driver's antics that never cease to amaze and entertain. The environment inside the cab has also changed immensely, from a hard seat in a draughty cab; no power steering; and a "crash" gearbox, to the fully driver friendly cab with air conditioning; an air-sprung seat with as many as 12-15 positions, arm rests and internal heating; 6-7 driving mirrors; fully automatic gearbox with speed cruise control; and all rounded off with a bunk bed to take a power nap, should I need one. (when I stop, that is.)

NOW...after 50yrs, with my power naps getting longer and longer, it is time to hang-up my digital driving permit; my driving licence group C+CE , which has to be renewed each year, after a stringent full medical and eyesight test; and my digital Certificate of Professional Competence; (see what I mean about bureaucracy), and leave it to the younger drivers.

Shall I miss it?... Of course!

Andrew Mayes

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

I also have lots of information on my Website www.juliabeerdrivinginstructor.com so do have a look.



Messages from Grateful Associates

I really enjoyed the Advanced Driving Test/Course and a major factor in this was the patience and tutoring skills of my observer Godfrey. He made the experience fun and educational at the same time so thank you to him. I would highly recommend this course to anyone wishing to progress their driving skills further, over the duration of this course my standard of driving greatly improved as did my confidence. Thank you again to Godfrey.

Jack Halford

Following my success in passing the Advanced Driving Test at the end of January, I would like to sincerely thank Barry Keenan for his time and patience as my Observer. His knowledge and ability to push me to achieve a high standard of safe driving has been a fantastic experience, additionally boosting my confidence in driving following a rear end accident a few years ago. The sessions were always with a smile and it was a real fun experience with Barry!

So thanks again to Barry!

Mark Stephenson

Back in 2015 I was driving along the A38 towards Bristol airport when I was involved in an accident. There was no-one else involved and my car ended up on its roof. I wasn't hurt until I undid my seatbelt and fell onto the roof.

It was fortunate that I was able to buy another car quickly. But I was on my way home one Friday evening when I drove into the back of another car. That made three cars that I wrote off in three months.

My rather worried parents bought me a year's training. My first trainer was Brian Dodd. He spent a lot of time with me and was very patient with the careful instruction he gave me over a number of months. When he went to Australia for a well-earned break from me Andrew Griffiths took over for the final part of my training. It was good to get a fresh pair of eyes to ensure any remaining weaknesses were identified and improved.

After all the time that Brian and Andrew spent with me I was very pleased to be able to repay their efforts by passing my IAM Road Smart Advanced Driving Test at the first attempt. I am very grateful for all the help I have been given and I am delighted to now be a much more confident driver.

Jen Wicks





How does IAM RoadSmart 'out-Trump' Trump?

By Sarah Sillars OBE, IAM RoadSmart Chief Executive Officer



It seems that everywhere you turn people are talking about Donald Trump and his very unique approach to running the USA since he became President. He has gone for a controversial and highly radical leadership style, which for whatever way you choose to view it, has certainly grabbed the attention. So you might be wondering; why is IAM RoadSmart not as radical? Why don't we use a similar 'bull by the horns' approach?





As you know we have taken an 'evolution' rather than 'revolution' viewpoint to how we have turned the Institute of Advanced Motorists into IAM RoadSmart. It's a process that started three years ago with the Standards Review, and carried on through changes to our National and Local Observer procedures.

We have involved groups and members every step of the way; conducted face to face research and surveys taking in the views of as many of you as we could.

When we made the decision to rebrand to IAM RoadSmart, we sought the views of over 7,000 people connected to, and separate from the organisation. The reasons why we chose evolution rather than a Trump-style revolution is that we want to win hearts and minds, and

have yourselves buy into what we are doing to make IAM RoadSmart the number one choice for post-test training and development in the 2010's and beyond, and the first word for organisations dedicated to reducing the numbers killed and seriously injured on our roads. We can only do this with your goodwill, the reach you have into your communities, your skills and the time and effort you give up every day on behalf of IAM RoadSmart. For us radical change would alienate, not make us stronger.

So I am confident that our gradual programme of bringing you, and the potential 34 million driving licence holders in the UK, a modern and relevant IAM RoadSmart is the correct approach. And we'll see if Mr Trump's approach works for him...





IAM Surety adopts a zero tolerance policy towards penalty points for mobile phone usage whilst driving

The risk of using mobile phones while driving has been very prominent in the media recently, following the tragic quadruple fatality caused by an HGV driver using a phone at the wheel. From this point forward our insurer, IAM Surety, will be unable to offer our exclusive 'members only' insurance scheme to any members who obtain points for using a phone while driving. This will be a permanent exclusion. Please do be sure to inform your local groups, so everyone understands the position. We support this positive step towards making using a mobile phone while driving socially unacceptable.

DRIVE CHECKS

If it's been more than 5 years since you passed your advanced test, the chances of being involved in a collision are doubled (IAM Surety statistic).

While you probably don't want to retake your test you should at least organise an observed run to make sure your driving skills have remained sharp. So why not take advantage of the opportunity to book a drive check. It's totally free so there's no reason why you shouldn't do it, it's also available free for any of your friends and family, so why not get them involved. Contact John to book a Drive Check coordinator@tgam.org.uk





All you wanted to know about driving but were afraid to ask!

UK road safety charity IAM RoadSmart has today announced the pilot of a range of bite-size safer driving modules for private drivers. These shorter courses, which will be launched early in 2017, address six specific driving needs:

- Driving on motorways
- Driving on rural roads
- Driving on urban roads
- Vehicle management
- Overtaking
- Confined space manoeuvring

They have been created as one-off one-to-one sessions which last between one and two hours, enabling drivers to brush up on a particular area of concern. All of these modules are conducted by IAM RoadSmart's advanced driving experts in the customer's own vehicle.

IAM RoadSmart is offering this comprehensive range of individual one-off courses, to satisfy consumer demand. The themes of these modules are based on extensive research the charity has conducted over the last year, including its existing members (currently over 92,000) and more than 7,000 non-members. This work includes eight customer focus

groups, a survey with Mumsnet and Gransnet, and 6,000 drivers age 40 and under.

Sarah Sillars OBE, IAM RoadSmart chief executive officer, said: "Currently, the majority of drivers do not undertake any further training after they pass their driving test. But like any skill, driving should be regularly developed. What we have done is to make post-test, on-road learning as easy and accessible as possible by addressing the areas drivers tell us they would like extra help with.

"We know that people have little spare time in our fast-paced society and what we have come up with offers great flexibility and a chance to be a more confident and safer driver in a way that fits into their lives."

Added Lesley Upham, IAM RoadSmart commercial director: "We know that sometimes people do not know where to go to find help with their driving and may feel a little embarrassed to say they have never driven on a motorway, or are nervous to drive after dark. We are here to help. It is far better to ask for assistance than risk having an accident, or not go out and enjoy your driving."





Recent Releases from the IAM Press Office

Support for tougher sentences for those who kill on the road, says IAM RoadSmart survey

A survey by the UK's biggest road safety charity IAM RoadSmart has shown road users want the law to be far stricter on those who cause death and serious injury when driving.

The survey of nearly 2,000 road users found nearly 80% agreed there should be a new offence of causing serious injury by careless driving.

Some 56% of those who agreed said the maximum penalty should be between one and five years in prison; 44% went further and felt the maximum penalty should be more than five years.

Many respondents also felt the current maximum penalty of 14 years in jail for causing death by dangerous driving wasn't nearly high enough; with almost 50% saying the penalty was not set at the right level.

However, when asked if the maximum penalty for causing death by dangerous driving should be increased to life imprisonment, those taking our survey were more evenly divided with slightly over 51% 'agreeing' or 'agreeing strongly' but 49% unsure or against the government's proposed new tougher sentencing proposals.

Under plans put forward by ministers in December, dangerous drivers who kill could face life sentences. It added dangerous drivers causing death by speeding, street racing or while on a mobile phone are among those now facing the same sentences as those charged with manslaughter.

Offenders who cause death by careless driving whilst under the influence of drink or drugs could also be handed life sentences - an increase on the current 14 year upper limit. A government consultation seeking views on this ran until 1st February.





A majority of those surveyed by IAM RoadSmart also did not want to see the fundamental principles of early release for good behaviour or shorter sentences for pleading guilty waived in cases involving death or serious injury on the road.

The results were much clearer on longer periods of disqualification where injury or death are involved with nearly 80% of respondents 'agreeing' or 'agreeing strongly' with this.

The government's consultation on new penalties closed last week and the issue was brought into even sharper focus with the jailing of Tomasz Kroker for 10 years last October. Kroker killed a mother and three children when he was distracted by changing music on his smartphone and ploughed into a line of stationary traffic in his lorry.

Sarah Sillars, IAM RoadSmart chief executive officer, said: "Our survey shows that on the very emotive issue of those who cause death by driving offences, there is public support for

tougher sentencing and that many feel the law simply doesn't go far enough.

"Holding a driving licence should be considered a privilege, not a right – and those that fail dangerously to reach the highest standards should have that right taken away.

"It is very clear that in the minds of many of the UK public, the punishment often does not fit the crime – and British people think the law should reflect that in a far more fitting and appropriate way.

"We want to see the current guidelines applied consistently by the courts first. In practice the current maximum of 14 years in prison for causing death by dangerous driving is rarely used which is deeply upsetting for the families of victims. There is no guarantee a higher maximum would be used either.

"Until this happens, we cannot be sure that tougher sentencing would make a marked difference in the way people act behind the wheel."





Car and smartphone makers must come up with an answer to hand-held mobile phone dangers, says IAM RoadSmart

Road safety charity IAM RoadSmart has renewed its calls for car makers and smartphone manufacturers to work with the government to develop a technological solution to distracted drivers – saying that simply hoping that drivers will ‘do the right thing’ is not enough.

The call comes as Department of Transport Ministers plans to meet mobile phone manufacturers this month to hammer out proposals to tackle the growing issue of people interacting with their smartphones at the wheel.

This is in addition to the government announcing last November that anyone caught using a hand-held mobile phone while at the wheel of a car would be fined £200 and receive six points on their licence – a doubling of the existing penalty.

The issue was brought into sharp focus with the jailing of Tomasz Kroker for 10 years in October 2016. Kroker killed a mother and three children in August when he was distracted by changing music on his smartphone and ploughed into a line of stationary traffic in his lorry.

A toughening of the punishments for such offences is welcomed by those surveyed by IAM RoadSmart. The charity found 94% of those asked felt that drivers checking or updating social media was a threat to their personal safety.

Neil Greig, director of policy and research at IAM RoadSmart, said the charity has been calling for a technological solution to a problem caused by technology itself for many years, and welcomed the government’s new industry initiative.

Neil said: “It isn’t enough for the providers of this technology to simply say ‘it is up to the individual’. Every phone in use today already comes with a driving mode that can cut out calls, but they are very rarely used. This would suggest that ‘carrots or sticks’ may be needed to actually get people to use any new approach.

“Carrots could come in the form of incentives for companies to fit new apps or to ensure their employees switch off on the go. For example, no





government contracts unless you have a 'no mobile phone use' policy in place.

"Sticks could come in the form of new penalties, but also links to insurance so your level of cover is reduced if you don't have the new app switched on when you have a crash."

He added: "The actual detail of the new technology will have to be worked out. But with accurate GPS and more sensitive movement sensors in most phones, it should be possible to target the driver's phone whilst still allowing the ever growing range of connected car services such as sat-nav and traffic/tourist information. Passengers should still have the ability to use phones as well."

Neil concluded: "IAM RoadSmart also wants to see the wider issue of distracted driving by technology being taken on board by the industry. The modern dashboard contains a wealth of new services that may assist drivers but can also distract. A star rating system for in-car complexity would be a useful tool to alert drivers to the different ways they now need to interact with their car."

The issue was highlighted in IAM RoadSmart's report *The Battle for Attention*, published in February this year.

Snowing me, snowing you... there is something we can do!

IAM RoadSmart brings you expert advice on driving in snow from its head of driving and riding advice Richard Gladman.

Best advice is to avoid travelling in extreme weather. If no one is moving, you just add to the problem - so listen to travel advice.

If you do have to travel in bad weather, plan your journey thoroughly. Think about where you are going and what it will be like all the way along the journey. If you can, avoid travelling on less-used roads or country lanes as these are less likely to be gritted.

Before setting off, clear all your windows and mirrors fully. Clear off snow piled on the roof of your car and the bonnet too, as it can fall and blow on to the windscreen. Don't leave anything obscured.

Start your car gently from stationary and avoid high revs. If road conditions are extremely icy and you drive a manual car, you should move off in a higher gear rather than first gear. You





should stay in a higher gear to avoid wheel spin.

It's important you get your speed right when travelling in snow. Never drive too fast that you risk losing control, and don't drive so slowly that you risk losing momentum for getting up a slope.

Increase your following distance from the vehicle in front of you. It may take up to 10 times as long to stop on snow or ice build this into your following distance – this will give you more time to slow down using engine braking which is less likely to induce a skid.

Make sure you slow down sufficiently before reaching a bend so you have enough time to react to any hazards that appear as you go round it – and so you do not skid as well. You should have finished slowing down before you start to turn the steering wheel.

If you break down or have to pull over on a motorway or dual carriageway, you should leave your vehicle and stand to the safe side of

it - ideally well over the Armco to the nearside of the road, but not in front of it, when waiting for help.

Richard said: "Many of the problems associated with travel during snow could be avoided if people planned in advance. People routinely travel with only the minimum of safety equipment, without realising their journey could be a lot longer than expected.

"At the very least you should have a shovel, torch, blanket, jump-leads and tow rope. You should ensure your mobile phone is fully charged, and the number of your recovery organisation is saved into it. A bottle of water and a snack may also prove useful and don't set out without knowing the locations of petrol stations on your way.

"This all might sound obvious, but too many of us forget to do any of this. Don't be one of the ill-prepared, and listen to the weather forecast for the whole length of a winter journey to help you prepare for it."





Ground breaking project by IAM RoadSmart and partners brings driving skills into the school day for under 17's in the Borders

IAM RoadSmart is part of a group of organisations including Police Scotland and Clelands Volvo which is helping bring driving tuition onto the timetable for under 17's in the Scottish Borders – one of the first times pre-licence training has been offered anywhere in the UK in a properly controlled and structured way.

The Scottish Road Safety Framework's Strategic Partnership Board has provided a £73,000 grant to offer a series of driving courses for people in the Borders – basic driving tuition for 15 to 17-year-olds, advanced driving for 17 to 25-year-olds, and driving review sessions for over 65's.

The programme for 15 to 17-year-olds at five schools in the Borders, which will be called Drivewise, offers ground breaking pre-driving tuition during official lesson time.

The other partners are Scottish Fire and Rescue Service, Scottish Ambulance Service, Scottish Borders Council, Transport Scotland and Volvo. Clelands is the Galashiels based dealership group run by twice British Touring Car champion John Cleland.

As part of Drivewise, there will be 14 sessions in total offered to students from the nine Secondary schools taking part, at a former airfield near Greenlaw, between April and October this year.

The under 17's courses aim to get young drivers familiar with basic knowledge of driving and road rules through simple manoeuvring of a vehicle, and also instil in them good driving attitudes and habits.

Each session is completed within a day. Students will start off in the classroom, then be shown by an instructor the basics of





manoeuvring a vehicle safely before having a try themselves in the latest Volvo cars. They will have plenty of opportunity to hone their skills and be assessed and encouraged throughout the day.

Sarah Sillars, IAM RoadSmart chief executive officer, said: "IAM RoadSmart has long campaigned for road safety to be a part of the National Curriculum, and through this pioneering scheme in the Scottish Borders, it is starting to happen.

"It is crucial that the 'safe driving is fun' message is brought into the lives of young people at school age and encouraged as part of the school system. We believe that simply leaving young people at 17 to handle this all by themselves increases the risk tremendously to the driver and those around them.

"This is a truly ground breaking initiative, and hopefully there are some exciting times ahead for future road safety and lower risk for young people."

IAM RoadSmart has long advocated road safety should become a part of the National Curriculum in the UK – something that is commonplace in many countries in Europe including Belgium, the Czech Republic, Germany, Poland, Italy, Spain and Latvia. Each of these countries have mandatory traffic education programmes.

Latvia goes even further, requiring traffic skills to be tested after the third, sixth, ninth and 12th grades with age-appropriate tests including knowing your route to school, and to understand the responsibilities as a driver or cyclist on the road.

IAM RoadSmart's road safety manifesto points out that road crashes are the biggest killer of young people in the UK. It says road safety education should be part of the National Curriculum and theory and hazard perception training and testing should take place within the education system.





Spring is the new winter? Tips from IAM RoadSmart

Tips giving advice on how to deal with driving and riding on ice, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

- Only drive if it is really necessary. In very bad weather it is better to stay in or take public transport rather than risk an accident. Always check the weather and road conditions on your route before setting off.
- Make sure you know how the demister settings on your car work and how to adjust them properly.
- Never pour hot water on the screen as the sudden the temperature change may cause cracks. Prevention is better than cure so if possible cover the glass overnight with cardboard or an old sheet to prevent freezing, or invest in a windscreen cover. Adding boiling water or heating up a key can melt plastic components in modern car locks so be gentle when it comes to warming them up or use a squirt of de-icer.

- If you haven't done so already, get an antifreeze check at your local garage or fast-fit centre. Keep your washer bottle topped up with an even stronger concentration of de-icer.
- It might sound like old news, but you need to triple or quadruple the distance from other cars in front of you in icy conditions. If a car has to stop suddenly or worse an accident occurs you will need that extra time to react and stop.

Richard said: "As ever preparation and planning are the key to worry-free driving when the mercury plummets. Plan your route carefully as major routes are likely to be treated with salt and less likely to be icy although this might still form in dips and on bridges. Leave more time for your journey. Respect the conditions and don't expect your journey to take the same amount of time as normal. Factor in delays and give yourself plenty of time to clear the ice properly from all the windows of your car. A crystal clear view will give you the best chance of surviving the arctic blast."





- Dress correctly. Seems pretty obvious but sometimes you don't realise that the comfortable motorcycle or driving attire isn't always winter friendly. Functional most certainly surpasses fashionable this season.
- Get your car or motorcycle a check-up. A poorly maintained vehicle or motorcycle is highly likely to let you down in times of cold and will not perform well. If you are aware a service is due, have it done or be prepared to spend a damp and chilly few hours waiting for help.
- Check the weather forecast. I'm sure you are aware British weather changes massively and riding a motorcycle on ice or in strong winds is best avoided. In winter conditions like these it's better to know your route and plan it before you set off. Always let someone know your plans if you are setting out on a longer journey.
- Pack an emergency kit. Warm clothes, winter footwear, some snacks and a fully charged mobile phone are a must but a tow rope and jump leads could allow you to help or be helped by other drivers.
- Be alert and do not drive when you are tired or feeling 'under the weather'. It may sound very common but with these current weather conditions emerging from building lines or from alongside high-sided vehicles, a sudden gust can cause a change of direction in the traffic around you. Staying alert and planning for the worst can help you deal with the unexpected.
- Driving with gusto is a no no - keep the speed down to minimise the effect of high winds on your vehicle. The faster you drive or ride, the more difficult it becomes to maintain control in cross winds or if you hit ice or standing water. Stay within the law, including the laws of physics. A few extra minutes on your journey time is a small price to pay for safety.

Richard said: "The most predictable thing about the British weather is its unpredictability! Good preparation for your journey will help keep it stress-free. Slowing down and looking well ahead will help you negotiate your way safely through the short winter days."





**Closing date for the summer 2017
edition of the TGAM e-Newsletter is 20th
April.**

**All contributions would be very
welcome.**

**All items should be sent to
ed@tgam.org.uk or
by mail to David Walton at
Little Paddocks, White Street,
North Curry,
Taunton TA3 6HL**