

# 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)**



**Number 143**

**Summer 2017**



**TAUNTON GROUP OF ADVANCED MOTORISTS**

# **e-NEWSLETTER**

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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



Hello and welcome to this edition of your newsletter. I hope you enjoy reading the newsletters we put together for you and David does a splendid job in his role as Newsletter Editor.

Have you considered writing an article for a future edition? To give you some ideas for subjects, it could be;

- A driving holiday you've had abroad or in UK;
- A favourite road you like to drive (and recommend to other readers?);
- Your hobby;
- A visit to a museum you'd recommend (eg Haynes, Yeovilton, Beaulieu, Bovington... but doesn't have to be transport related!);



**By Andrew Griffiths**





- A car group or club you belong to (eg Morgan, Jaguar, Caterham, Morris, etc etc);
- The joys and perils of owning a classic car;
- A funny (but true) story;

The list goes on! We'd like to hear from you so please share your experiences with your fellow members. However small, all contributions will be appreciated. I'll be reminding you at our next members evening in May.

Since the last newsletter, much has happened in the motoring world. High profile examples are the change to speeding penalties and tougher policing of mobile phones. More later!

Closer to home... it's that time of year when our house needs some TLC in terms of redecorating. I found myself under house arrest in our bedroom for several days, painting the ceiling and all fitted cabinets, skirting, window frames, me (yes you read that correctly... I had as much paint on me as on the walls as Faye so subtly pointed out at the last members evening when I arrived with gloss paint stuck to my arms!). I'm assured by

Mrs Chairman that the end results of our labour (she's wallpapering as I type) will make it all worthwhile but I'm at the stage where I hate paint and it's smell and I hate the mess and disruption; retirement wasn't meant to be like this was it?

Our Group is getting busier with a steady influx of new Associates. Our Observers are working hard and one or two are "flat out" including me; I have 4 Associates and a Masters right now and this requires careful time management and meticulous attention to our familiar organiser without which I would be even more disorganised! Why do I – and other Observers – do it? Well I am passionate about road safety and safe driving; I get satisfaction from sharing my experience with others, I get to meet some really nice people who have a desire to be safer, better and more confident drivers. Where is this going? Read on!

### **Observers needed!**

TGAM is desperately short of Observers specifically in the Taunton area. Currently we operate with 9 Observers including me (as Chief Observer and bottle-washer). I would like





to see this number grow in the short term to 12 and in the longer term to 15. This sounds ambitious I know but the reality is that I am at risk of putting huge demands on the Observers I currently have. I will be very specific here and at the risk of appearing ageist, I'm keen to recruit full members up to the age of 40 who would be prepared to put something back into TGAM and into IAM RoadSmart, by training to be an Observer.

I'm setting the age limit for a reason, IAM RoadSmart is directing much of its effort at the younger drivers 17-26 (the "high risk" group) and recent research indicates that this age bracket can feel intimidated and uncomfortable in their car being "watched" by an older driver. We need to move with the times and achieve a better balance in our Observer cadre. I'm very proud of TGAM Observers - and we should all be - for the very simple reason that they have excellent personalities, they work hard and they achieve superb results; over the last 12 months, TGAM has achieved a **100% pass rate** compared to the regional average in the South West of 86%.

A training day is being planned by our neighbouring group in Bristol for June and this

will be an opportunity for "would-be's" to come and see what it's about. Please contact me directly for more information [chairman@tgam.org.uk](mailto:chairman@tgam.org.uk).

### Breakfast Club

Did you know that on the first Sunday morning of every month, there is a FREE event at the Haynes Motor Museum? Car enthusiasts bring their cars to exhibit and pop off into the restaurant for breakfast.

This is a relatively new venture in the museum's programme. So John (with his Morgan), Philip (with his Caterham 7) and I (with my Jaguar XJS-Cabriolet) went along to check it out. We expected to see a handful of cars but were pleasantly surprised to find that in excess of 100 cars were already on display by 9am with others arriving throughout the morning! Examples ranged from concours condition classics from the 40's to the 90's, to "work in progress" and anything in-between... and high performance cars including a Lotus, Ferrari, Maserati and a "very special" brand new Aston Martin. Proud owners were milling around, pouring over the vehicles and having a great time. I recommend this event (the next ones are 7<sup>th</sup> May and 4<sup>th</sup> June) get there early if you want to eat though as the restaurant gets







very busy! You can get more information at [www.haynesmotormuseum.com](http://www.haynesmotormuseum.com). Oh, and you don't need to have a classic car to attend the event. Look out for the Jaguar XJS Cabriolet – she's 31 years old with just 49k on the clock

and is a bit of an eye-catcher... she sailed through her MoT last week with NO advisories!

Safe motoring,

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>
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Support Officer	Michael Wotton	<a href="mailto:cmmw@tgam.org.uk">cmmw@tgam.org.uk</a>
SRS Liaison/Young Drivers	Matthew Murray	<a href="mailto:cmmm@tgam.org.uk">cmmm@tgam.org.uk</a>
	Andrew Mayes	<a href="mailto:cmam@tgam.org.uk">cmam@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>





# GROUP OBSERVERS



Chief Observer and Masters Mentor & LOA	Andrew Griffiths
National Observer & LOA	Barry Keenan
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



## MAY

17	W	7:30pm	<b>Members' Evening</b> – A talk by Brian Standing, Taunton Dementia Champion
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## JUNE

17 & 18	Sa & Su		Bristol Classic Car show – Royal Bath & West Showground
21	W	7:30pm	<b>Members' Evening</b> – The History, Culture & Role of the Mayor of Taunton Deane Borough Council

## JULY

19	W	7:30pm	<b>Members' Evening – Classic Car Show &amp; Feast</b>
30	Su		Watchet Carnival Fete – The Memorial Ground, Watchet

## AUGUST

17	W		No Members' Evening in August
5 & 6	Sa & Su		WRS Steam Rally. Norton Fitzwarren, Taunton

## SEPTEMBER

9 & 10	Sa & Su		Somerset Moto Fest – RNAS Museum, Yeovilton
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# MEMBERS' PAGE



## Advanced Driving Test Passes

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

### OBSERVED BY

Tim Growdon	Mike Wotton
Noel Huggett	Godfrey Davey
Catherine Mair	Tim Wheeler
David Dibben	Tim Wheeler
Andrew Harrison	Isobel Jennings

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 nine 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>
Abdul Khan	Taunton	Associate
Paul Green	Taunton	Associate
Brian Gates	Taunton	Associate
Carolyn Tether	Somerton	Associate
Guy Tucker	Taunton	Associate
Azeezur Raheem	Martock	Associate
Robert Windows	Bridgwater	Associate
Robin Russell	Taunton	Associate
Tom Bryan	Bridgwater	Associate

We currently have 126 fully paid up members.  
We have 16 active associates.



# PRESIDENT'S PONDERINGS



It was Saturday 8<sup>th</sup> April at 09:00 hours that 11 intrepid cyclists met at the Flowerpots Car park in Exeter. Their intention, to ride a 50 mile course for Charity. At least that was the intention of 10 of them. I'm sorry to say that my GP had 'Strong reservations about a man of my age with ischaemic heart disease, completing a challenging ride of 50 miles'.

The route went from the car park, across to the River Exe to join the Sustrans National Cycle Network Route No 44 to the newly built Miller's Crossing Bridge to the east side of the river and pick up Cycle Route No 2. This follows the Exe Estuary Trail and then inland to Topsham before riding south past Exton, and once again following the flow of the River Exe all the way past Lymptone, and following Exmouth seafront to the Exmouth RLNI Lifeboat Station. This route is fairly flat and takes in some fantastic views along the River Exe Estuary, a beautiful wildlife reserve. Surrounding the estuary are marshes, which provide a year-round haven for thousands of birds and are looked after by the RSPB. At Exmouth, you can catch the Starcross Ferry to the west side of the estuary



**by Brian Howe**







and using Cycle Route No 2, you can turn the ride into a loop and return to Exeter that way. However, I decided to return the way I had come and this made a total distance for me of 24.8 miles. The rest of the intrepid band continued along the seafront and on to Budleigh Salterton and Yettington, riding up onto Woodbury Common. From there, after a short break, they cycled through West Hill to Ottery St. Mary for their second stop. From Ottery St. Mary they had a challenging ride up towards Whimble. Then a long flat section past Carbrook and on to Broadclyst. From there, they crossed the M5

and used back lanes to reach Stoke Canon, then the A396 back to Exeter returning to the Flowerpots car park, having covered a distance of 50 miles.







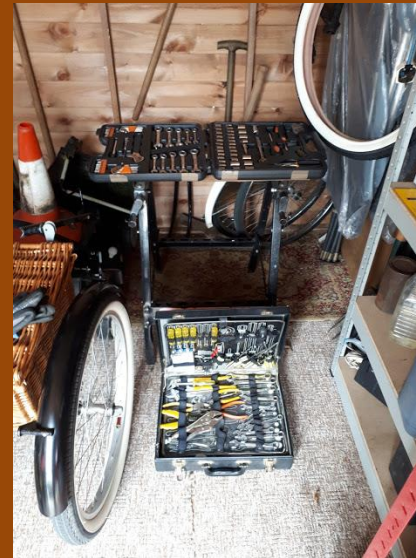
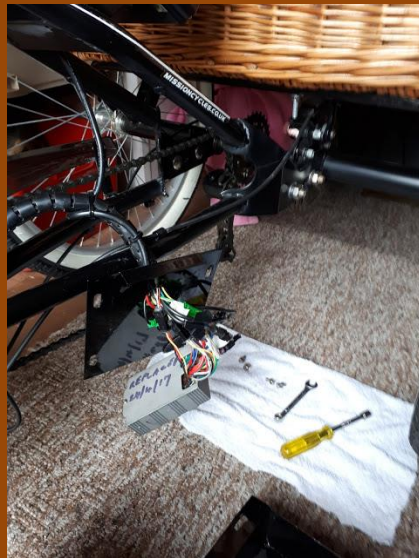
The total sum raised through sponsorship was £1,946 which is being used to purchase much needed medical equipment and medication for the Suubi Medical Centre in Busu Village, Iwawu Parish, Bulamagi Sub-county, Kigulu County in Iganga District, which lies approximately 140 kilometres from Uganda's capital, Kampala. [www.suubimedicalcentre.org](http://www.suubimedicalcentre.org)

Email: [info@suubimedicalcentre.org](mailto:info@suubimedicalcentre.org)

A very big thank you to all who sponsored me.

### Preparing for another Charity Cycle Ride

Bob-E-Trike was not showing speed or distance travelled on his little computer screen. Fortunately the fault was covered under warranty after the frame change last year and a new control box was duly despatched to me.



(Little Oxford Dictionary, despatch, vari. dispatch). This I changed myself in my man cave which is called 'Great Grandpa's Shed'.

Fast forward to Sunday 7<sup>th</sup> May, (Oops! Sorry Ed. Late again), and Bob-E-Trike and I were out for another

charity adventure. And believe me, a ride along the canal towpath on a trike, is an adventure. This time I was taking part in the Rotary Club of Taunton, 50/50 Cycle Ride, 2017. There were three cycle routes available of 10, 15 and 21 miles, plus a walking route of 4 miles. I chose to cycle the 21 mile course, because, if it is not a challenge, I would feel a fraud asking for sponsorship.

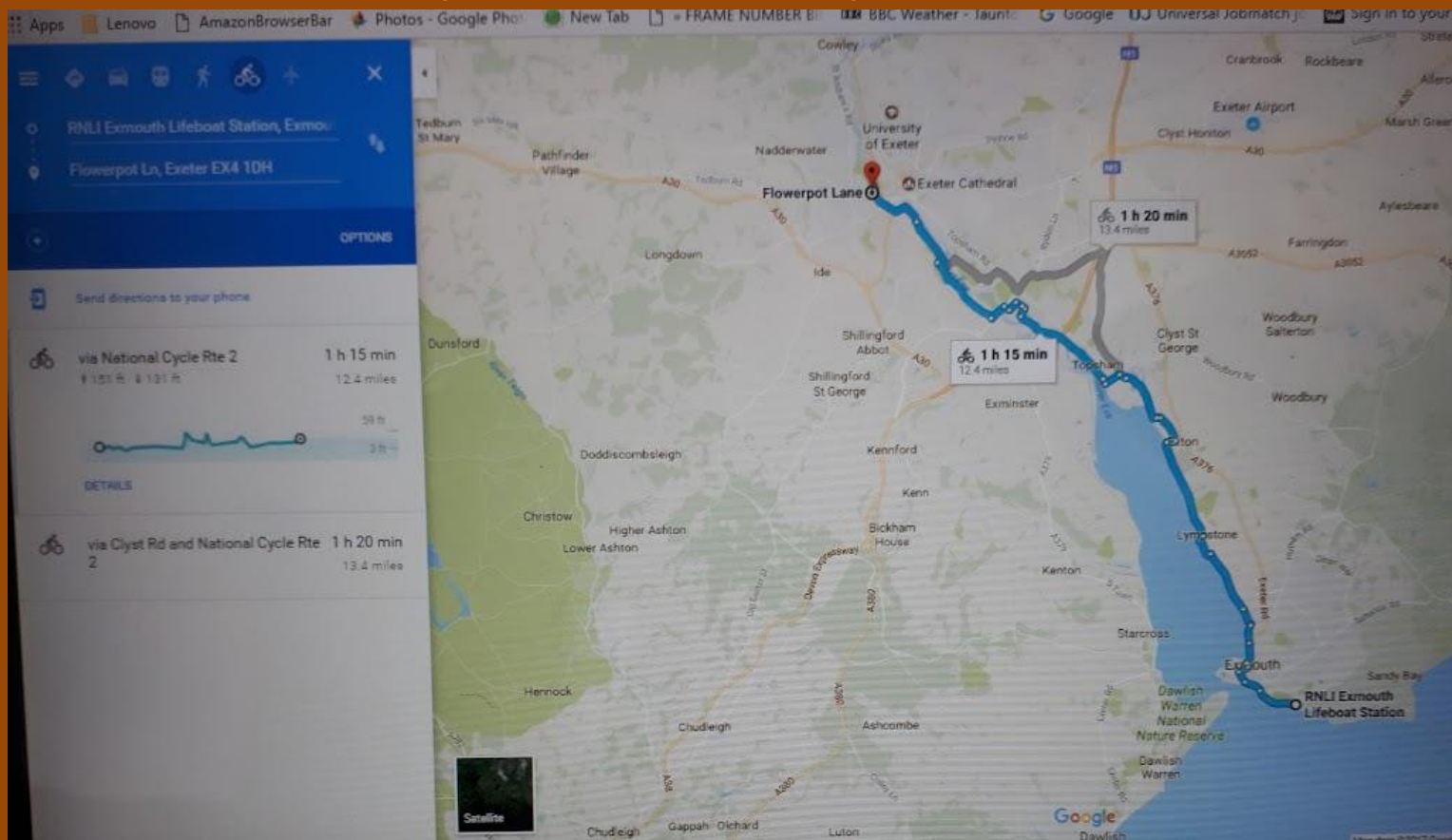
The ride started from the Genesis Centre at Bridgwater and Taunton College, formerly known as SCAT. Starting at 10:00 hours, we cycled across Longrun Meadow into French





Weir Park and followed the River Tone into the town centre and crossed into St. James Street, then left past Brewhouse Theatre back to the river on Sustrans Cycle Route No. 3. Following the river, we crossed Firepool Bridge to join the Bridgwater to Taunton Canal Towpath, which again, is part of Cycle Route No. 3. Following this path, we cycled through Creech St.

Michael, past a magnificent pair of swans with their brood of 7 very young cygnets, and on to Lower Maunsel Lock Tea Rooms. This was the first time I had cycled this far without stopping. I had a rest break of 15 minutes, with a Tiffin cake, a Marathon bar and a good slug of the fruit squash in my water bottle. Well, the energy has to come from somewhere.





From the tea-rooms, we cycled along the lane to the T junction, turning left then first right, up Hedging Lane where we turned left and first right again, signposted West Newton/Adsborough. At West Newton, we turned left at the grass triangle, signposted Taunton. We followed this lane until we met the A361 at Durston Elms where I stopped for another drink. From the garage, we crossed the main road and turned right down towards Creech Heathfield. Down the long hill towards Creech St. Michael, I turned the power up a little, pedalled as if my life depended on it, and reached the terrifying speed of 47.6 kph (29.58 mph). At the mini roundabout at North End, we turned right, over the M5 bridge, turning right again at the roundabout towards Bridgwater Road. At the A38 roundabout we turned left then immediately right, past the cricket ground and out to Prokter's Farm Junction where we crossed carefully onto Blundell's Lane. After climbing the hill, we turned first left, signposted Goosenford/Cheddon Fitzpaine, and on to the top of Sidbrook, turning right onto Greenway. Following this road, we turned left onto

Lyngford Lane and then had to bear right onto Cheddon Road. The climb up Lyngford Lane was quite a slog even with the battery assistance. Passing the Taunton Academy school, we turned right onto Hope Corner Lane, passing within 100 yards of my house. At Kingston Road, we crossed over onto Corkscrew Lane, and along Manor Road through Staplegrove. At the traffic light junction, we turned right onto the A358 down to the Silk mills roundabout. Turning left we cycled up over the railway bridge, past the Park and Ride and turned left onto Heron Drive and back to the Start/Finish line at the Genesis Centre.

Arriving at 12:10 hours and deducting breaks, my official riding time was 21 miles in 1 hour and 50 minutes. I have so far, raised £350 in sponsorship, but I am hopeful that this will increase to at least £400 after I have collected all monies due. Again, I thank everyone who sponsored me. If you didn't, but you wish to donate, please contact me at

[president@tqam.org.uk](mailto:president@tqam.org.uk)







## Now for something completely different

Let me introduce you to Zebedee. He is a 2004 VW Polo E, 1.2 litre, 3 cylinder petrol car, with 1,476 miles on his little clock. Due to the government's ridiculous handling of Disability Benefits, Alice and I will lose our Motorbility car, the Peugeot Partner Teepee, on 22<sup>nd</sup> May. That is why I bought Zebedee, because he was cheap to buy and was available immediately, having formerly belonged to my grandson's fiancée.



They are currently in Laos, travelling round Asia on their way, eventually, to Australia where they are hoping to find work. So the extra money will come in handy for them. Zebedee returned home today after being away for 2 weeks being serviced and MoT'd. He is called Zebedee because he had a broken front road spring and went "Boinngg!" every time you turned the steering wheel. As well as a full service and MoT, the front R/H road spring was replaced along with the R/H suspension top mounting, two new front tyres, (the previous ones having been run at low pressure for some time, causing excessive wear on the outer tread pattern), and one dipped headlight bulb. I didn't consider the price too bad, considering he hadn't been fully serviced for nearly four years and 31,000 miles. Quite a bit less than £100 per year. He is now ready to serve and when my Disability Benefit is eventually settled, he will be part-exchanged for a vehicle that will much better suit our needs.

Happy motoring, and don't forget to check when your vehicle's next service and MoT is due. Enjoy your summer drives.

Brian Howe



# Events Corner



Hello and welcome to my Summer round-up of what's been and gone and what's scheduled to come.

## **Events Planning and a call to arms!**

Aside from a full calendar of guest speakers throughout the year, we're also involved in 5 major outside events in and around Somerset. In order to give you plenty of notice of when these events are taking place, I've mentioned the dates and venues below. Do please check your diaries and see if you're free to come along to help out. It'll be worth it, I promise.

1. Bristol Classic Car show 17<sup>th</sup> & 18<sup>th</sup> June? Royal Bath & West Showground.
2. TGAM Classic Car show 19<sup>th</sup> July. Hatch Beauchamp Village Hall car park
3. Watchet Carnival Fete 30<sup>th</sup> July? The Memorial Ground, Watchet.
4. WRS Steam Rally 5<sup>th</sup> & 6<sup>th</sup> August. Norton Fitzwarren, Taunton.
5. Somerset Moto Fest 9<sup>th</sup> & 10<sup>th</sup> September. RNAS Museum, Yeovilton.



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







As you all know, our main reason for being is to drive forward the road safety message in Somerset. Aside from our cadre of brilliant Observers giving up their time to teach new Associates, (as well as the various driving assessments that they offer to TGAM Members and the public), the road safety message is carried to the community at large by members of the Committee who get out and wave the IAM flag at the various shows and events that we attend throughout the year.

And yet! You may be surprised to learn that that's not actually the role of the committee. We are required, amongst other things to "make arrangements for road safety and other events which further the objects of the Group", but that doesn't mean to say that any and all such work should be carried out exclusively by committee members. There are after all over 120 members in our group and it would be really great if some of you out there could spare an hour or so of your time to help spread the load a little.

I know I seem to bang on about the same thing every quarter, but that's because, sadly, such

offers of help are so very thin on the ground. Although we're always 'local', the events we attend and the places that we go to are always vibrant and the company is always convivial.

No doubt about it, sometimes it can be a real challenge getting the road safety message across at these events, but... it's always really interesting. And the time really does fly by believe me so don't think that if you come along you'll be bored. You most certainly won't, the public see to that! So come on, you've got the dates, so pop along and give it a whirl. I guarantee you'll enjoy it!

]]

Our own classic car show this year is on 19<sup>th</sup> July. Since its inception this annual event has become a firm favourite on the TGAM calendar and perhaps, not surprisingly, has become a victim of its own success. In order to add to the glitz and glamour of this year's show, the event will be opened by the Mayor of Taunton Deane, Cllr. Hazel Prior-Sankey. And, I believe, for the first time ever we'll have our very own 'Official Photographer' on site.





Now, aside from Matt, our TGAM photographer, there'll also be a reporter and a photographer from the Somerset County Gazette wandering around, too. Not quite the Oscar's, I appreciate, but you can rest assured that whoever is the announced winner, is actually the winner! (It won't be me, sadly I don't even own a 'classic').

To help make this even more successful than it normally is, perhaps one or two of you would be happy to step forward and act as Marshals this year? I promise the duties won't be onerous and will consist mainly of traffic duty and should take up no more than  $\frac{3}{4}$  hour between 6:45 and 7:00pm. All offers of help greatly appreciated.

If you live over the western side of the county, then do please pop along to the Watchet Carnival Fete at the Memorial Ground, Watchet. This is a very worthy group raising funds for local amenities. For the second year running, TGAM will have our own pitch at the event and it would be great to see you there. If you've got a couple of hours to spare and feel like helping out on the stand, then again, you'll be most welcome.

The annual West Somerset Railway Steam Fayre and Vintage Rally is being held on the weekend of 5<sup>th</sup> and 6<sup>th</sup> August. This is a real family fun day out with something for everyone. Once again TGAM have a pitch on site and it would be great to have members both old and new drop in and say hello. My thanks to TGAM member Ralph Coulson for his generously volunteering his time to man the stand with us. Now, if you'd care to use Ralph as your example...?

In September we'll be attending the inaugural meet of the Somerset Motofest. This will be held at the RNAS Museum, Yeovilton. So to all you Camaloteers out there, this is on your side of the patch and promises to be a real fun filled weekend with lots to do for all of the family; so do please pop along.

I'm really happy to say that TGAM have been invited to have not one, but two stands. The first is our usual 'Driving Road Safety' stand. (The TGAM tent) and the second is an indoor arena stand specifically for classic and vintage cars. So, if you're the proud owner of a either classic or vintage vehicle, then that's two local events that you can attend, ours and the Motofest.





Let me know if you have a desire to enter your cars into either or both of these events and I'll make sure that, for us, your car is listed and for the Motofest, the relevant person is notified.

And there you have it. The dates and locations of all the events that we'll (hopefully) be covering this year. And now that you know, please check your diaries and if you find you do have the time to help us out, then please, get in touch with me or any committee member. My contact details, as usual at the bottom of this note.

## This Quarter's Guest Speakers

### February

Martin Evans, Secretary of the Bristol Advanced Motorists and Ambassador for SCC Bloodhound, was our first guest speaker of the year. As expected Martin gave a really cracking talk and brought us up to date on the current status of Bloodhound and what's hoped for the future. Once again the audience, as small as it was, gave him a really warm welcome and showed a genuine interest in everything he had to say. Thank you all, you're a credit to TGAM. And just for your pleasure

and delight, I've provisionally booked him to come back again in 2019 to give us a further up-date on how things are progressing.

### March

There had been so many drop outs and cancellations that for a while there I didn't think that we'd have a speaker for March, but fortunately for us, our very own Karen Hummel, ably supported by her husband Phillip, stepped into the breach and gave us a resounding illustrated talk on the purchase, design and building of their roughy toughy off road beast. They followed this part of their talk with an illustrated description of just some of their exploits in the desert and rough riding their poor old Landy over all sorts of off road terrain.

For those of you who weren't there simply saying "off road terrain" is clearly a vast understatement. Some of the photos Karen shared with us showed some quite serious gravity defying moments. Rather than me, I can tell you!

Happily for us they've agreed to come back in 2018 with yet more tales of daring do and scary descents! I for one am really looking forward to it.





If any of you are interested in taking on one of these rough terrain challenges, then check out Karen & Phil's website [www.kuduoverland.co.uk](http://www.kuduoverland.co.uk) or email them at [admin@kuduoverland.co.uk](mailto:admin@kuduoverland.co.uk)

## April

Ch. Supt. Ian Wylie Somerset Area Commander was our man of the moment for April. This was a very informal, but insightful talk on policing in the 21<sup>st</sup> Century, outlining some of the changes, cuts, and restrictions that are being imposed on our police offices and the way they have to work; including the fact that over 50% of the Force is made up of civilian staff with many of them in investigative roles of one sort or another. (Scenes of Crime, Cyber Security etc.) As an ex-copper I found this right up my street and would have liked to have heard more.

Unfortunately, as much as we don't like it, budget cuts and restraints affect all front line services and consequently, our local communities. If you want to find out more about how these and other policing matters affect you, then look online at [www.avonandsomerset-pcc.gov.uk/Contact/Contact-Us.aspx](http://www.avonandsomerset-pcc.gov.uk/Contact/Contact-Us.aspx) and contact Sue Mountstevens, Avon & Somerset's Police & Crime Commissioner directly.

## May

On 17<sup>th</sup> May our guest speaker will be Brian Standring the 'Dementia Friends Champion' for Taunton. Brian will be talking to us about the Alzheimer's Society's national initiative 'Dementia Friends'. This is a programme of 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

A correction. I said in the Spring Newsletter that this month our guest speaker would be Jo Comber, Taunton Mayor's Civic Officer. Unfortunately for us, Jo's job has been re-shuffled in preparation for the merging of Taunton Deane & West Somerset councils and consequently she's moved on from her previous role which no longer exists.

As disappointed as I am that Jo won't be joining us, I'm very happy to announce that in her place we'll have instead the Mayor of Taunton Deane, Cllr. Hazel Prior-Sankey. She'll be accompanied by her husband (and





ex-Mayor of Taunton) the Reverend Adrian Prior-Sankey, who together will regale us with tales of the history, culture & role the Mayor of Taunton Deane Borough Council.

## July

As you know, we don't have a guest speaker in July, but what we do have is our very own and wonderful Classic Car Show! And just to make it even more special, this year's event will be opened and presided over by the Mayor of Taunton Dean, Cllr. Hazel Prior-Sankey who will also present the winner's cup. So! Free food, convivial company, wonderful classic cars all lovingly cared for and our very own VIP. What's not to like? See you there!

II

## And Finally

We now have a full calendar of guest speakers and events planned for 2018, so now is the time to start work on our plans for 2019. (I know it seems a long time in advance, but we need to give people time to fit us into their busy schedules).

So if you have an idea of something you'd like to see included on our Members' Evenings, or a guest speaker you'd like to hear, then get in touch (details below) and I'll see what I can organise.

If however you fancy having a free assessment drive just to make sure that your driving skills are still up to Advanced standard, then John Gilbert, our Associate Co-ordinator is the man you need. Either call him on 01278 – 651222 or email him at [coordinator@tgam.org.uk](mailto:coordinator@tgam.org.uk) and he'll sort it out for you.

Well that's it for another quarter. Thanks for taking the time to read my scribblings and I look forward to seeing you at our regular Members' Evenings over the coming year.

In the meantime, here's to your continued happy, safe and enjoyable motoring.

*Barry,*

Events Co-ordinator,

T : 01823 – 254621

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# Introduction of new speeding fines from 24<sup>th</sup> April 2017

By Andrew Griffiths

As Advanced motorist, we never exceed speed limits right? I want to ensure that the introduction of new speeding fines on 24<sup>th</sup> April didn't escape your attention.

Previously, there were fixed fines for speeding whereas post-24<sup>th</sup> April the fines are based on the offender's WEEKLY INCOME.

Rather than explain the new system, I've extracted the following from the internet and hopefully this will explain it.

There are additional circumstances taken into account when considering the sentencing; for example the weather conditions when the offence took place... was it foggy/raining/snowing/icy/windy?

You will have noticed that the speed infringement penalties start at 1mph above the posted speed limit so driving at 31 mph in a 30mph limit

Speed limit (mph)	Recorded speed (mph)		
20	41 and above	31-40	21-30
30	51 and above	41-50	31-40
40	66 and above	56-65	41-55
50	76 and above	66-75	51-65
60	91 and above	81-90	61-80
70	101 and above	91-100	71-90
Sentencing range	Band C fine (150% of relevant weekly income)	Band B fine (100% of relevant weekly income)	Band A fine (50% of relevant weekly income)
Points / disqualification	Disqualification for 7-56 days OR 6 points on your licence	Disqualification for 7-28 days OR 4-6 points on your licence	3 points on your licence

will attract a fine of 50% of weekly income and 3 points on your licence. This "zero tolerance" policy is attracting criticism from motoring organisations which claim that drivers will be watching their speedometers like hawks instead of looking at the road ahead. So please be careful out there, even 1 mph over can now land you in trouble!

Safe driving, Andrew





# Silverstone 2017 Members Day, Saturday 5<sup>th</sup> August

By Barry Keenan



Saturday 5<sup>th</sup> August will see Silverstone Circuit host a very special IAM RoadSmart members day. All members together with family and friends are invited. Admission is free, but you are asked to complete an application form if you intend to go, so that the organizers can manage the numbers of visitors.

## What's planned for the day?

- A huge members vehicle display area with plenty of space to show off your pride and joy. This worked so well at the 60<sup>th</sup> birthday party events that the IAM are going to repeat it.

- Tours of the circuit control room and museum.
- A chance to find out more about how the charity operates and what we achieve together.
- Open sessions with Sarah Sillars our CEO and Ken Keir our Chairman.
- A celebration of our 'Year of the Observer' as the IAM says thank you to the volunteers.
- A giant Scalextric set. Will you set the fastest lap?
- Parking and manoeuvring challenges, a chance to show off your advanced skills.
- Spot prizes during the day of Silverstone Supercar Driver events to be won.
- There will be many more activities added to the planned festivities, so keep checking back.
- And why not take your own picnic to make the most of the wonderful setting?





To book your tickets, simply visit [www.iamroadsmart.com/campaign-pages/end-customer-campaigns/silverstone2017](http://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/silverstone2017) and complete the online application form, or, telephone IAM RoadSmart HQ on 03003 031134 and book via the operator.

If we get enough interest to make it viable, TGAM hope to be able to organize a bus to take members and their parties to the event. There will obviously be a cost implication to this, but I can't tell you how much that will be until I know the numbers, so please contact me (details below) to register your interest. Don't forget to include your email address so that I can keep you all informed of progress. For those of you without email, keep checking your post. And remember, if we're unable to get enough members registering, we will NOT be able to organize the bus.

**Barry**

Barry Keenan

Events Co-ordinator

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## 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 17<sup>th</sup> May 7:30pm  
Hatch Beauchamp Village Hall**



# S.A.F.E.D.

By Andrew Mayes

Firstly.... A little easy quiz.

Please complete the following:

Practice makes.....?

Answer later on.

Transtaff was an HGV Driver's agency that was started by a lorry driver who filled the need for an agency that looked after the driver and the customer equally. Not just "putting bums on seats"

To do this Transtaff brought in a system of assessing the driver before he started working for the agency; thereby they could guarantee the quality of him. They backed this up by covering the driver's insurance excess with the company that was hiring him; something no other agency did at that time. The haulage industry was quick to recognise them and Transtaff opened offices covering most areas south of the M4 including; 2 in London; 1 in Swindon; Chippenham; Avonmouth; Taunton; Exeter; Southampton, and a few satellites.

S.A.F.E.D. are the initials of a government department, set-up to address the air pollution problem, by reducing fuel used by the haulage industry and the initials stand for: **Safe and Fuel Efficient Driving**. The government approached Transtaff, initially because of their reputation of assessing drivers, and asked them to run a scheme that would educate drivers to be more safe and fuel efficient. By this time Transtaff had a qualified assessor attached to each of its offices. I was one of them.

Now, it is one thing to advise a driver who wants to improve their skills and another to tell a lorry driver, who "has been driving for \*\*\*\*\* years", how to change his habits of a lifetime and improve his driving.

As you are aware, safe driving and fuel efficiency go hand in hand. You will also be aware that to pull away from a standing start takes a large amount of fuel, as opposed to cruising. With an HGV this is multiplied many







times over. So the initial pointer was: keep the wheels rolling with forward thinking and planning; but, as I said previously, how do you convey this to a professional? It was decided to do very much as the IAM do, take the driver on a predetermined route. Firstly, we needed a vehicle that could measure fuel use accurately. We rigged up several Scania tractor units with modified fuel measuring equipment, that would give us miles-per-gallon, but also actual fuel use depending on the power asked of the engine, i.e. throttle position. All this is common place on today's vehicles, but then it was still state-of-the-art and quite a novelty. These Scania's also had fitted, an extra passenger seat, so that we could take two drivers at a time. It was also fully laden.

We ran the pre-determined route, about an hour, taking in all aspects, i.e. motorway, dual carriageway, country and town traffic, letting the drivers drive as they would normally. We would be counting the number of gear changes made and making notes; no intervention at this time. We then had a discussion session over a cup of coffee and would highlight points where improvements to the drivers' performance could be made. The biggest "selling" point was

that we could reduce their fatigue factor over a day's shift; (Bearing in mind that they could be driving for 8-9 hours a day).

We would then run the same route, this time with the driver doing as we instructed, gear selection, reading the road far ahead of what they would normally do, releasing the throttle early and coasting to reduce speed, using inclines to gain or reduce speed, reading a roundabout (more of that one later), and, one of the biggest points for a lorry, keeping it rolling.

On completion of the two runs (each), we would discuss the outcome. We aimed for, and achieved, over 10 per cent reduction in gear changes on every driver we took. This doesn't seem much, but could amount to up to 100 changes a day. Think about just that.

1. Pressing the clutch down 100 times.
2. Moving that left arm 100 times.
3. The distraction from driving while that was taking place. If you are changing gear, it is for a reason; approaching a hazard, turning, etc. and you need to be watching, steering, reacting, all at the same time (who mentioned multi-tasking).





4. The reduction of wear and tear on the clutch components. This pleased the operators.

One gripe from the drivers would be that they hadn't time to mess around with all this fuel saving "stuff". In every case, we were able to make a saving. Over 5 minutes average on an hour's journey. Again...

1. Journey time reduction, equals fatigue reduction.
2. More time for the driver to spend over his "coffee".
3. The operator was even more pleased.

At the end of the day, in my case, I'd have enormous satisfaction having my hand shook, and comments like:

1. "I didn't think it was possible."
2. "I have always driven flat out all day, and here you go and do it quicker."
3. and probably the best..."That was fun."

**Roundabouts and lorries**, especially a laden articulated lorry in excess of 40ft long; it is a problem like no other vehicle.

On approach do you:

1. Stop at the give-way line and wait until the road is clear, pulling away from a standing start.
2. Don't stop, but squeeze your way in, forcing others to break hard to avoid you.
3. Read the situation from as far off as possible and enter the R/B maintaining best possible speed.

Of course, to us it is obvious, but what do we look for when in our lorry?

At what speed can I take this roundabout with my heavy load?

Having worked that out, what gear do I need to select to go round? Select it.

Then start looking at the traffic. Firstly, mirrors. If I am turning right, is someone going to pass on my inside to get ahead of me? Then traffic on the R/B itself. I start looking for a **Blocker**. This is a vehicle that maybe exiting from the left and joining the R/B. He will then be exiting the R/B at his exit 1,2, or 3 and so blocking other traffic from joining the R/B. (unless his Satnav has told him to turn round and go back),





this gives you the opportunity to time your joining without losing vital momentum.

There is, of course, the driver who is using the R/B at such speed that they catch up with the end of your 40ft trailer and lean on their horn, inferring that you pulled out in front of them.

“That doesn't happen often”, I hear you say...

Many years ago, When Bridgwater had a cellophane works, remember that? (Somebody tell our Chairman), I was hauling 45 tons of wood pulp from Portbury Docks to Bridgwater twice a day. Pulling out of the docks onto the J19 M5 roundabout (before they installed lights) was a major undertaking. I had 18 gears, and I needed all of them, except the lowest two, to pull away from a standing start. The only way I could do it was to watch for a **Blocker**. Obviously I'd be in the right gear and trying to get eye contact with them to let them know that I was about to present them with a major hazard. I would have to do two or three gears up before I even reached the centre of the R/B. So what with all that gear changing, steering onto the R/B and giving said motorist a “thank-you” wave, it was all a little fraught, and

I didn't make too many friends. I was glad to get onto the motorway.

Back to S.A.F.E.D. I always left the driver with the question that I gave you at the beginning of this article... Practice makes...? The answer is permanent (not perfect).

If you practice something incorrectly, it becomes permanent; a habit; subconscious; second nature, but definitely not perfect. Driving is very much subconscious and I would tell the driver, that if they agreed with what they had learned that day, they should now go forth and practice what they had just learnt until it becomes second nature. Have fun doing it. Become their own assessor, and above all, enjoy their driving (work).

From time to time I meet up with drivers who I had taken on an S.A.F.E.D. course and they never fail to enthuse about something they learnt that day.

As with all Government Quangos, it gradually died a death as funds ran out, or someone had a better idea, but, as that one driver said to me that day....”That was fun”.

Andrew Mayes





# Tyred and emotional: why we should tread carefully

Richard Gladman, IAM RoadSmart's head of driving and riding standards

During the course of a week I spend my time engaged with professionals and very talented volunteers in the field of road safety.

It is easy to forget when surrounded by this peer group that for a lot of us, a car is just a car and the tyres are just at the corners to stop the wheel rims getting scratched on the road.

During a meeting I heard a bold statement: 'some people don't even know why we have tread on a tyre' and that got me thinking.

I often hear the 'a bald tyre has no grip.' This tends to suggest that many people think the tread is there to give you grip, but if you have any interest in motorsport you will know that a racing car will use a slick tyre to get more grip. So does this mean the tread is there to give you less grip? Well let me try to get a grip and explain why we need tread and how a tyre works to keep you safe.

The tread, or grooves in the tyre, are there to allow the rubber to stay in contact with the road surface. Even when the road has a layer of water on the surface, the water is displaced into the grooves and it prevents the tyre being lifted off the road surface.

Modern tyres also have a series of very fine cuts in each tread block called 'sipes,' these assist in dispersing the water and allowing the tyre to touch the road.

As a tyre wears down the grooves become shallow and the sipes less efficient at dispersing water so it is likely grip will be lessened in adverse conditions.

The legal limit is 1.6mm of tread across the central  $\frac{3}{4}$  of the tread and around its whole circumference, but remember this is an absolute minimum, in adverse conditions the more tread you have the safer you will be.





Research at Motoring Industry Research Association (MIRA) shows a dramatic drop off in wet weather stopping distances below 3mm of tread depth. Most tyre manufacturers recommend changing at 3mm and the safety research backs them up.

Another consideration is if a tyre has worn out completely in one area, there may be a problem with your steering or suspension (that pothole you hit or the kerb you bounce up every morning to park). Get it checked, it may save your life.

If you have never checked your tyres now is a good time to start, look for damage, any cuts or bulges may signify internal damage, get them checked out, check the pressures, ideally when cold with an accurate gauge.

The recommended pressure can be found in the handbook, on a sticker in the door frame or in the fuel filler flap.

Failing that, visit [tyresafe.org](http://tyresafe.org) which will give you access to a pressure checker and good safety advice. Remember 1mm on your tyre may make eight metres difference on the road, it is a no brainer really.

## **June Members' Evening**

### **THE HISTORY, CULTURE & ROLE OF THE MAYOR OF TAUNTON DEANE BOROUGH COUNCIL**



**MAYOR OF TAUNTON DEANE, CLLR. HAZEL  
PRIOR-SANKEY, ACCOMPANIED BY HER  
HUSBAND (AND EX-MAYOR OF TAUNTON) THE  
REVEREND ADRIAN PRIOR-SANKEY**

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





## **JULY MEMBERS' EVENING**

# **Classic Car Evening & Feast**



**Opened and presided over by the Mayor of Taunton Dean, Cllr. Hazel Prior-Sankey who will also present the winner's cup.**

**Hot dogs, burgers and bacon butties all FREE to everyone.**

**If you have one, bring it; if you know someone who has one, bring them and it; or just come and enjoy looking at other people's!**

**Wednesday 19<sup>th</sup> July 7:30pm  
at Hatch Beauchamp Village Hall**



# Use of Mobile Phones whilst Driving

By Andrew Griffiths

We all know the law regarding the use of mobile phones whilst driving. Policing is getting tougher but it's going to be a very brave



Police Officer who tackles this culprit! Only in UAE huh?!! And no, it's not a stuffed toy!

The good sound advice out there regarding use of mobile phones whilst driving is;

- IS ANY PHONECALL OR TEXT THAT IMPORTANT?
- If it is and you need to make or receive a call/text, pull over in a safe and legal place. Switch off your engine (and remove keys from ignition – this makes it indisputable!) so that the car is no longer “active”.
- Remember that if using “hands-free” whilst driving, the conversation can be a huge distraction to the driving itself. Lots of research has proven that observation levels and reaction times suffer and those in breach of the law are putting lives at risk. My advice is to switch the phone onto silent (so texts and calls will be saved for later) and put it out of sight for example in the glove box.





- If using the mobile phone as a satnav, ensure you program it before starting your journey (and before starting the car engine!). It is illegal to make adjustments whilst driving – it is no different to text messaging and equally as dangerous!

You can help spread the message to friends and family who may not be advanced drivers and who may not understand the risks they are taking by using the phone for calls or texting whilst driving. I'm sure you see it in everyday driving.

When attending the scene of a collision, one of the things Police do is to examine of mobile phone call logs of drivers involved to see if phone usage may have been a contributory factor; deleting the call log on the phone won't help because the Police can serve warrants on mobile phone companies to disclose such information held in their storage systems.

I've just bought a new phone. I won't need a big cat though!

Andrew

## 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.





# Have you ever driven a Tesla? I have!

By Barry Keenan

In the summer of 2016, after Andy Bowrah and Adam Westcott from Wellington Nissan popped along to give a talk on the new all electric 'Leaf', I took the car out for a test drive and was very impressed by its speed, torque and pick-up. You may remember, I wrote an article about it for the Summer Newsletter.

Well, some time in December I was happily wandering around that wonderful temple of commerce and shoppers' paradise, The Mall at Cribbs Causeway (and if any of you think I'd happily wander around ANY shopping complex, you're sadly mistaken!) when out of the corner of my little eye, I spied the Tesla shop. Now that grabbed my interest! I certainly wanted to wander in there! However, it was not to be. The bride (God bless 'er) was on a mission to shop and that didn't include anything for me, nor in any way anything that I would find of interest! Oh no, shopping that day was to be confined to anything to do with togs

for the gentlewoman about town and blow any ideas that hubby might have of moochin' off to somewhere of real importance!

And so it was, gentle reader, that it was about six weeks later that I again found myself at The Mall, only this time I did manage to extricate myself from wifely grasp and make it across the threshold of the Tesla Store.

There I was greeted by a young fella m'lad who was very interested in selling me one of these marvels of modern technology whilst I, on the other hand, was simply very interested in taking the sleek beauty out for a test drive, no strings attached!

To be fair, there were no strings and they were most accommodating. An appointment was duly set up for Andrew Griffiths and I (well I couldn't leave him out, now could I?) to go up sometime in mid-January for a test drive. And what a drive it was too.





Andrew & I suitably exhilarated after our drive

Aside from being a really pretty car, it's quite luxurious and great fun to drive. I remember being in awe (sad really) when I pressed the inlaid chrome handle wondering how I was going to open the door when, with the brush of a finger tip, it just popped out to reveal a standard door handle. Genius! Not only that, but as the car moves off, the handle retracts again to regain its sleek aerodynamic form. And if you can see how excited I am about just the door handle, you can guess what I thought about the whole car!



But whilst the outside is just pretty, you really need to look inside to get a clue of the marvels of science and technology that this car presents. Aside from everything being plush leather (obviously) and having absolutely bags of room (Duh!) the technology really is phenomenal; and, to the likes of me, somewhat overwhelming at first glance, too. In fact, it was still somewhat overwhelming at glances 8 or 9, if I'm honest.



Almost everything on the Tesla is controlled from the large 17" touchscreen. From this, apart from a rather good sat-nav system and in-car entertainment, you can control such things as your steering & suspension settings,







open the all glass panoramic roof, customise the automatic climate control, and even set a maximum limit on your speed.

Tesla tells me that the touchscreen, digital instrument cluster, and steering wheel controls seamlessly integrate media, navigation, communications, cabin controls and vehicle data. Which I'm sure they do. I'm equally sure that after a couple of hours at the controls I may have mastered one or two of them as well; but after just  $\frac{1}{2}$  an hour? No chance.



Not only does it have a really great map (of the *world!*) showing all of the current Tesla 'Supercharger' charging points, it will even plot your journey from say Taunton to Nottingham and back again through central London and Plymouth via the most convenient charging points along the route. It will also tell you how

much charge you'll need at any particular charging station to complete either your journey or the next stage.

We were accompanied on our drive by one of Tesla's finest, who, because I've been asked by Tesla UK not to mention their staff by name, I shall refer to as Mr. Beauregard who as you probably all know was the car salesman in Willy Wonka and the Chocolate Factory.

I'm told that using the Tesla 'Superchargers', you could be 80% charged in  $\frac{1}{2}$  hour. Unfortunately, using other manufacturers charging points will be somewhat slower and you'll need an adapter to use them.

The Tesla 'S' that Andrew and I drove had a range of some 200 miles on one charge but by using acceleration sense for engine braking (as we do) this produces a mobile charge of the lithium batteries. This 'regenerative power' naturally extends the distance that we had before our next charge. Information on the dashboard kept us informed of how much charge was remaining and the range achievable without further charge. The more you let the accelerator up, the more retarding the engine braking becomes and eventually





the brake lights will illuminate to inform following drivers that the vehicle is now slowing rapidly, and yet no brakes are being applied. It's really clever stuff.

But the big question is, "Does this thing shift?" Oh dear me, yes it does! It goes from 0 – 60 in a blistering 2.3 seconds. Now I can't honestly claim that I did that, y'understand. No, I'm an Advanced Driver, so I was a little bit more cautious and restrained. It took me about 3½ seconds. I know that because Andrew timed me from the back seat. (He was quicker than me, he got 2.6 seconds).



There are several models available, each offering a different power pack, but the one that we drove, the P100D, produces 603 bhp from its twin electric motors, and, as I said, is capable of a mind-blowing 0 – 60 in 2.3

seconds, which for those of you who know, is 0.7 seconds faster than a McLaren F1. Now, how's that for quick off the mark?!

Tesla proudly boasts that the car is built from the ground up and is the safest on the road. Much of this is accredited to its unique electric drivetrain that sits beneath the car's aluminium and steel monocoque and contributes to torsional rigidity. This unique positioning both lowers the car's centre of gravity, which improves handling and minimises rollover risk, and, according to the website, "*replaces the heavy engine block with impact absorbing boron steel rails*". (No, I don't know what they are, either).

I also read that "*the whole front reinforcement and generous crumple zones afford it impressive crash strength. Side impacts are met by aluminium pillars reinforced with steel rails to reduce intrusion, protecting occupants and the battery pack while improving roof stiffness. In the event of an accident, six airbags protect front and rear occupants, and the high voltage power source is automatically disconnected*", which I have to say all seems jolly clever to me.





Like most modern cars it comes complete with some standards, such as daytime running lights, the already noted six airbags, electronic stability and traction control programmes. But it also has other, perhaps not so common, goodies thrown in too. These various safety technologies include: collision avoidance and automatic emergency braking; 'Smart Air Suspension' for raising and lowering ride height; plus four wheel antilock disc brakes with electronic parking brake and enough ISOFIX attachments to fit 3 child seats in the back.

And it's comfortable; both in the front and in the back. I've read a few reports complaining that the seating and upholstery is less than comfortable, but I certainly didn't find that. The sumptuous leather encased me and held me snugly in my seat. Even without giving credence to the various side impact airbags, I felt very safe in the Tesla.

I mentioned the collision avoidance system. I understand this is properly named the 'Traffic Awareness Cruise Control' but whatever it's called quite simply put it's an automatic anti-collision system.

This rather unique system can be pre-programmed for personal preference to maintain a distance of between of between 1 and 7 car lengths (i.e. between 4.5 metres to 31.5 metres) from the vehicle in front.

In our test car, the Tesla team had already pre-set the distance to just 5 car lengths (22.5 metres), which on any road carrying a 30 mph speed limit and in good weather, would be acceptable. But on a road carrying a speed limit of 70 mph where the overall stopping distance is 96 metres or 21 car lengths?

It's fair to say that both Andrew and I were more than a little disconcerted at having an overall stopping distance of just 7 car lengths. And don't forget that you need to double your stopping distance in wet weather and increase it to a factor of 10 in icy conditions.

But putting aside my concern about such a short stopping distance (no matter how great the technology) to use this system the driver simply allows the car take control over the accelerating and braking.

In other words, the car brakes and accelerates in accordance with the traffic on the road. To





demonstrate this point, our Mr. Beauregarde suggested that on each of our drives, we chose a slower moving lorry travelling in front of us and then kept on the power, which we did, but in a very tightly controlled manner with neither quite trusting the technology. When the car detected that we'd entered into the 'restricted space' as already pre-set, it simply eased on the brakes and kept the distance open between us. And I have to say, it really does work!

As advanced drivers we talk of keeping a bubble of safety around us. i.e. keep a good distance from the car in front, use the zone of relative safety when you're overtaking, make sure that you use all round observation, you know, that sort of thing. Well, the Tesla sort of does this for you. The car has an 'Advanced Sensor Coverage System' that is almost beyond belief. It has 8 surround cameras providing 360° of visibility around the entire car at up to 250 metres of range. It has 12 ultrasonic sensors that compliment this vision allowing for the detection of both hard & soft objects. Its forward facing radar with enhanced processing, provides additional data and is able to see through heavy rain, fog, dust and even the car ahead. Which I have to confess is

probably a bit better than me and my varifocals, then.



Because of it's electronic drive train, there's no need for a transmission tunnel. This extra space in the car's cabin gives a wider, more generous feel to the interior. It also means that an adult sitting in the middle of the back seat doesn't intrude on his fellow passengers. However, more importantly than that, being an all electric vehicle, the front engine space is left as an additional storage space, allowing for a total of 1,795 litres of luggage space.

I mentioned that whilst we were on the M4, we both tried out the 'Traffic Aware Cruise Control'





anti-collision system. Well as you can imagine, that was interesting. I mean, ploughing on towards a slow moving truck hoping that the computer's as good as our accompanying Mr. B. said it would be and that it would take over and slow us down. To say I was a bit un-sure is a not overstating it. However, just after that our man also mentioned the 'auto-pilot'.

Tesla say that the "Enhanced Autopilot adds these ... capabilities to the ... driving experience. Your Tesla will match speed to [the prevailing] traffic conditions, keep within a lane, automatically change lanes without requiring driver input, transition from one motorway to another, exit the motorway when your destination is near, self-park when near a parking spot and be summoned to and from your garage".

This is clearly the stuff of the future and to demonstrate the point, our Mr. Beauregard touched his smart-phone screen (it was linked in with the car) and told me to take my hands off the steering wheel.

I tell you, I wasn't ready for that, bearing in mind that we were travelling along the M4 at a good 70 mph at the time.



NB. Internet stock photograph. **Note the driver resting his hands on his thighs. No, we definitely didn't do that! But it does demonstrate my point of 'hands free' driving.**

Not being as brave as some of the Air Line Pilot buyers he told me about, y'know, the sort that would quite happily rest their hands on their thighs at this point, (See the photograph above) I declined to let go of the wheel but did ever so slightly release the pressure with which I held it and made sure that my palms and wrapped fingers maintained a constant contact with the wheel. (And I know that Andrew took the same pragmatic approach as I did when he was driving!) But, true to his word,





the car maintained its course, heading and speed as we cruised along.

What was happening was that the on-board cameras (remember, I said there were 8 of them as well as a fully functioning radar system?) was monitoring the lane markings and making sure that it stayed on course. Having checked that all was clear behind, I flicked on the indicator and just nudged the wheel whereby the car effortlessly glided out to a normal driving position in lane 2. Having overtaken the truck, still hands-free as it were, I again nudged the steering wheel and the car gently glided back in to lane 1. It was really, really impressive... and I never want to do that again!

Oh, and if you were wondering; as the on-board cameras see, and the car's computer interprets, the road markings, it would prevent an overtake if it detected a solid white line in crown of road. Clearly this feature relies on good quality road markings for the 8 on-board cameras to fix on. All I can say to that is it would never work in Cornwall!

Tesla UK tell me that *"in terms of Autonomous driving, the hardware that will be capable of full*

*self-driving is now available in all new cars so they will technically be able to drive themselves once software and regulation have caught up. This is not just for the UK but globally"*. In other words, although fully commissioned in all Tesla cars, 'Autonomous Mode' is not yet accredited for use in anywhere in the world... yet!

At the Tesla Service Centre, we all got out of the car and our Mr. Beauregard demonstrated the push off and find a parking space mode. (I don't know what it's technical name is, but it was another point and touch thing with his smart-phone). On command, the car set off and found a suitable parking space and then came back again when summoned! Brilliant, absolutely brilliant! Real science fiction stuff and I loved it!

The truth is there's just so much to tell you about the car. I could go on and on, but suffice to say (in case you hadn't worked it out yet) that I really loved the car and all it's technology. It was great fun to drive, if not a little hairy at times, but that was only because I'm used to being the driver and found it quite strange for a car to 'think' for itself. But for all of the technology, it really is a driver's car.



And in case you're wondering, there's an almost constant to back and forth link between the cars and Tesla's Central Computer Centre. This means that any and all of their regular software updates are instantly transmitted to the whole fleet. Likewise, if a Tesla in say, Somerset reports a pothole, within minutes all Tesla vehicles

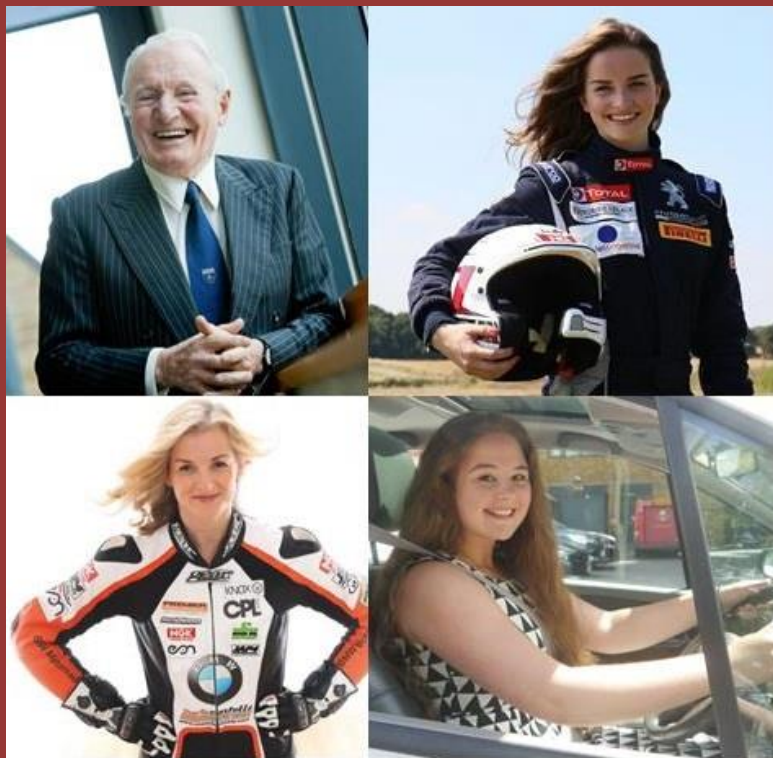
around the world will know to raise their suspension as they traverse those particular co-ordinates. (Although your Tesla must be parked up for that to happen so that uploads are prevented when the car is mobile).

If I could afford one, I'd have one like a shot.



# The Celebrity Factor

By Sarah Sillars OBE, IAM RoadSmart Chief Executive Officer



It seems the era of celebrity endorsements is well and truly here. It's possible you've seen TV adverts with well-known personalities and wondered: "Why on earth have they hired him or her to promote that product?"

And it's possible you might have thought the same with IAM RoadSmart. We now have four ambassadors to help us promote different aspects of our work; Paddy Hopkirk MBE (Mature Driver Ambassador), Maria Costello MBE (Rider Ambassador), Catie Munnings (Car Ambassador) and Eloise Peabody-Rolf (Younger Driver Ambassador).

And let's not forget we have a President most organisations can only dream of having – 1992 Formula 1 World Champion Nigel Mansell CBE.

Unlike some companies that choose the latest reality show shooting star, our ambassadors are chosen for several well-thought-out reasons.

Firstly, they have a pedigree, history and reputation in their field. They are proven and successful, while also embodying a sense of safety, fair play and high integrity.

Secondly, we know that as a road safety charity, we don't have a range of gleaming cars to get people drooling over. And the current







courses we offer aim to save lives and reduce serious injury, but it is hard to give these products a 'personality' or a flavour as such.



Nigel Mansell, Canadian GP 1988

This is where Nigel, Paddy, Maria, Catie and Eloise come in. Their reputations, background and skills help give IAM RoadSmart a

personality in the public eye that fits in with all the road safety goals we have. As well as that, they show driving and riding safely can also be enjoyable too.

All five have been seen out and about with their IAM RoadSmart hats on in the past year spreading the road safety message far and wide – the miles they have covered on our behalf must run into the thousands!

Don't forget if you see any press releases produced by our Communications team here at IAM RoadSmart which includes our ambassadors feel free to reuse them in your newsletters.

We hope our use of ambassadors is now clearer in your minds, as you see the relevance of them as IAM RoadSmart develops in the 2010s.

Sarah





# Fuel Economy

By Andrew Mayes

What is it? ... It is getting as many miles out of a gallon of fuel as possible.

To understand this let's go back to basics. If you lived on the moon and gave your car a good shove, it would keep travelling forever, subject to a nice smooth surface, using no fuel. Back to earth we have to overcome this resistance to motion. There are two main resistances: AIR & ROLLING.

Firstly... **Air resistance.** This is the resistance by the air, or atmosphere, against you trying to push through it. Remember riding a bike.. you could only go so fast before the "wind" against you became too much. If you jumped out of a plane without a parachute, you would accelerate up to a speed when your weight/gravity could not push any more air out of the way. This is called Terminal Velocity. (I

don't know who measured it and lived to tell the tale). Back to your bike... the faster you go, or the higher your resistance, the more power is required to push the air aside.

TGAM had a talk in February, given by S.C.C. Bloodhound about their attempt on the world land speed record, and their target of 1006 m.p.h. Remember the shape of the car's nose. Looked at from the front, it was not much more than a pinhead. Now look at the flat front of a lorry. Somewhere in between is your car, or you on your bike.

1. The bigger the frontal area, the more air you push out of the way per second, the greater the resistance.
2. The faster you go the more air you push out of the way per second, the greater the resistance.



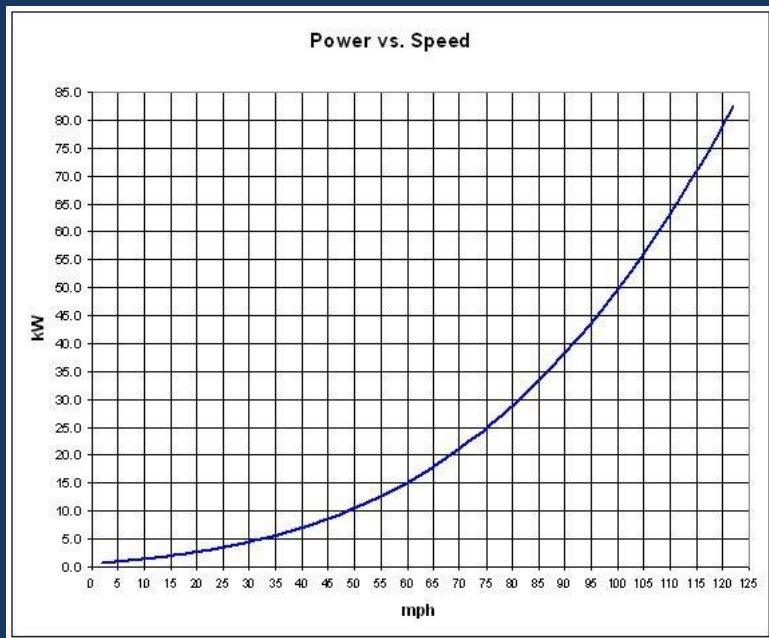




Have I made the point? Just in case I haven't, are you into graphs?

The bottom line represents the speed. The vertical line represents the power required, or the the fuel used, (which is the same thing really), or the air resistance.

If continued, the line on the graph would become almost vertical, which means that the power required to gain a few extra miles per hour would be enormous. That is why the S.C.C. Bloodhound needs a rocket boost to take it to that final record speed.



You can also see, from the graph, that the slower you go the less fuel you use. One reason why lorries are limited to 56m.p.h.

Now look at the power required to increase the speed of your car by 10m.p.h. when you are already doing 70m.p.h. More than twice as much as it takes to increase to 30m.p.h. when you are doing 20m.ph.

Just a little point... If you have a headwind of 20m.p.h., which isn't much, your fuel consumption goes up accordingly, as you are travelling that much faster in relation to the air. Conversely, if you have the wind behind you, especially on your bike... Whoopee!

The other main resistance is **Rolling Resistance**. This is made up of several things that (obviously), resist your car rolling.

**1. Tyre contact with the road.** The tyre presents an area of contact that grips the road. The bigger the contact, the more grip, and the more resistance. Think of a Formula 1 racing car's tyres. On the other hand, a railway train's steel wheel in contact with the rail has minimal resistance. The noise from a motorway is





mainly tyres overcoming their grip, and not engine/exhaust noise, as you would think.

Just a note here... if you run with your tyres under inflated the contact is increased and so is your fuel consumption. This can be much more than you think, 2-3 pounds under inflated equals 4-5m.p.g. increase in consumption.

Tyre manufacturers are constantly striving to increase grip, but decrease drag. Take note of their recommended pressures, as they have spent hours/days working out the optimum pressure.

2. **The mechanics of the car.** i.e. the wheel bearings; gears/gearbox; drive shaft joints; oil seals; brakes binding; etc. all create drag.
3. **Water!** (what! I hear you say). We have all hit standing water, maybe only a couple of inches deep, and felt it tug on the steering, and/or slow us down. When you are travelling on a wet road the resistance trying to push the water out of the way is

constant and you don't feel it, but it is there and quite significant.

Just another side note... If the tread on the tyre is very low and cannot push all the water out of the way, the tyre rides-up over the water (aquaplanes), the resistance drops immediately to zero, and you loose contact with the road...vooops!

4. **Brakes.** It goes without saying that braking ruins all the good work you might have done to save fuel. Braking creates heat. The heat, initially, comes from the fuel you burnt to get to the speed in the first place. A brake sticking on instead of releasing causes mayhem with consumption figures.
5. **Drag.** This is very similar to air resistance, and is made-up of many things, some big like an open window; a trailer/caravan; roof rack; or fog lights. Some are minimal, but all add up (just ask the Bloodhound team), like wiper blades; wing mirrors; bull-bars; or (seen on lorries especially) a bank of spot/fog lights across the front and roof.





Talking of lorries... when you have time to look at one, note the fairings boxing-in all the equipment, like fuel/air tanks; spare wheels, etc., hung along the sides. With some larger trailers, the fairings also go across the rear.

This is to minimise drag. An empty tipper lorry doubles its consumption as the air comes over the cab into the empty body and hits the tailboard at the back, effectively making it 2 lorries. Now days, tippers travel with a tarpaulin sheet covering the body, loaded or empty, to minimise the drag.

Still with lorries; Bear in mind a lorry covers over a million miles in its working life. If you can save 10% (as mentioned in my article on SAFED) that can be up to 6,000 gallons and at today's prices, I'll leave you to work out the maths.

Enough about lorries. How can you save fuel, or better your fuel consumption?

The small things I have already mentioned, like open windows and tyre pressures, all can make a difference, but speed reduction is the biggest saver. Allow yourself a few more minutes for your journey and travelling just 5m.p.h. slower on a motorway/trunk road journey can make a big (I mean HUGE) difference. Have another look at the graph. I am not going to tell you how to drive round towns or urban roads, but just one pointer:- accelerate to your desired speed (30) quickly, using block changing where possible to reach your cruising gear, and then back off the accelerator to a light throttle.

So... there you have it!

Consumption of fuel is necessary if you want to move about. Whichever mode of transport you choose, be it bike, car, lorry, or bloodhound, for the best consumption do it smoothly and gently, anticipate any reason to reduce speed and avoid harsh braking.

Enjoy doing it.





## Messages from Grateful Associates

Thank you, Tim.

I was given the IAM Driving Course by my daughter, who thought I had got into a rut with my driving. I was rather hurt and apprehensive but had a "sampler" drive with Observer Tim Wheeler and this prompted me to do the course. Thank you very much, Tim, for all your help and advice, which has made me a better (if slower!) driver. The spoken commentary especially was a great help with distance observation and spotting potential hazards.

Thanks also to Andrew Griffiths for the pre-test drive and some very helpful tips.

I passed my IAM Driving Test on 31st. March with Andy Ware which, surprisingly, was an enjoyable experience! (But guess what my daughter is getting for her birthday.)

Kate Mair

*As a high mileage driver, and not having had any additional training since the day I took my driving test some 35 years ago, I decided last summer to undertake the IAM RoadSmart Advanced Driving Course. Within days of applying I was contacted by Mike Wotton, who was to be my observer, and the first session was booked. Like most motorists I thought I was a pretty good driver but I soon realised I had quite a lot to learn and bad habits to lose. But with Mike's excellent tuition and patience, over the next few months he brought me up to the required level and I successfully passed the Advanced test. Overall it was a great experience and I shall recommend the course to everyone I know but especially a big 'Thank you!' to Mike who gave up his time and made the sessions so enjoyable.*

*Tim Growdon*







# When is a moving car most stable?

By Andrew Griffiths

It is important for us to know when the vehicle we are driving is most stable. Vehicle instability can affect handling and thus control.

One of the questions in a regional Observers training day was “when is a moving vehicle most stable?” One answer given was “when it is stationary”. Honestly! The examiner told the candidate to read the question again and answer what was asked... adding “the clue is in **moving vehicle**”.

So what is the answer? Well it goes way back to Sir Isaac Newton and his first law of motion which states; “*An object remains at rest or continues in motion with the same speed and same direction unless acted upon by an unbalanced force or forces*”. Stable!

So straight out of Roadcraft, the correct answer to the question “when is a vehicle most stable?” is; “*When its weight is evenly distributed, its engine is just pulling without increasing road speed and it is travelling in a straight line*”. So now you know... unlike some of the drivers of these vehicles:





So next time you load up your car or truck for a visit to the local dump, take heed!

Safe driving.

Andrew





# Taunton Major Events Calendar

Extract from a 'Taunton Deane' publication

Taunton has a year-round events programme that appeals to all ages and interests. Whether it's having fun near the river, watching performances or enjoying sport, Taunton caters for all tastes. Here is a selection of larger events:

## MAY

- 11 Somerset Day
- 12-13 Eat Taunton
- 14 Taunton Vintage Bus Day

## JUNE

- 11 Dragon Boat Race - River Tone
- 11 UB40 / Billy Ocean perform at Taunton Racecourse
- 17 Somerfest
- 26 Cricket – Women's World Cup starts

## JULY

- 2 St Margaret's Hospice Bubble Rush
- 16 Cancer Research – Race for Life
- 27-30 Taunton Live

## AUGUST

- 4-5 Taunton Flower Show
- 5-6 Steam Fayre & Vintage Rally, Norton Fitzwarren

## SEPTEMBER

- 5-12 The Flying Scotsman on the West Somerset Railway
- 9-17 10 Parishes Festival - in and around Wiveliscombe

## OCTOBER

- 21 Taunton Carnival

## NOVEMBER

- 4-25 Taunton Literary Festival

## DECEMBER

- Christmas in Taunton







## Recent Releases from the IAM Press Office

### Don't get too 'tyred' ... tips from IAM RoadSmart

Sometimes it seems the roads have it in for us and our tyres can't cope. If you are like the many that do not have the pleasure of having run flat tyres you may have to experience the 'fun' of waiting on the hard shoulder for a breakdown recovery team. This week's tips give advice on how to change car tyres, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

- If it is possible pull off the road to a safe secure area - changing a wheel with traffic inches away from you is not safe. If you have to stop on a road, place your warning triangle at least 45 metres behind your vehicle. Activate your hazard warning lights to warn other traffic. Raising the bonnet or hatchback will help other traffic realise you have an issue. If you have a passenger get them to act as spotter and warn you of approaching traffic.

- A level hard standing will be best, soft ground will not allow the jack to be used correctly. If the ground is not suitable you may need assistance from a professional.
- Locate the jack and wheel brace, it may help if you do this during your weekly vehicle checks so you know where it is and how to release it. This is also a good time to locate the jacking points and find out how the jack works. Often the kit will have a wheel chock;







use this on the other axle of the vehicle to assist keep it still.

- Loosen the wheel nuts slightly before you start jacking the car up, the vehicle will be unstable after you raise it and you will not be able to get as much leverage. Remember one of the nuts is likely to have a lock function and will require the unique key.
- When jacking the vehicle you will need it to be raised high enough to fit the new tyre (this will be higher than required to remove the old). Wear gloves when handling the old tyre, if it has punctured it is likely to have sharp steel protruding from it.
- Tighten the wheel nuts until the wheel sits squarely on the hub and then lower the jack. Further tighten the wheel nuts with the vehicle stable. You will need to get the wheel nuts checked for tightness by a professional (when you repair or replace the punctured tyre). If fitting a space saver spare,

remember the restrictions that imposes i.e. no more than 50mph (80kph) and should be used to get you to a place of repair - not as a substitute for the correct tyre.

- Avoid changing your wheels on the hard shoulder of a motorway. If you have a puncture on a motorway, contact the Highways Agency or the police for assistance before you attempt any repair. They will attend and assist to make the area safe for a tyre change to be conducted.

Richard said: "Punctures are much rarer these days but the risk associated with conducting a tyre change has increased with the volume of traffic. Safety has to be your main concern if you cannot get to a safe area to make the change; get the vehicle off the road and call for assistance. A vehicle recovery service will have access to professional equipment which will allow a much speedier repair to be conducted. If you are in any doubt, call for help."





## **Pioneer biker Maria Costello MBE suits up to become IAM RoadSmart road safety ambassador**

Pioneering motorcycle and sidecar racer Maria Costello MBE has been appointed as Rider Ambassador by Britain's biggest road safety charity IAM RoadSmart.

'Queen of Bikes' Maria, 43, has made more than 40 starts at the Isle of Man TT and became world famous as the first woman ever to claim a podium on the island – with third place in the Ultra Lightweight category of the 2005 Manx Grand Prix.

Her career spans two decades, with 2016 proving the most successful yet. She scored the female lap record at the Vauxhall International Northwest 200 plus a podium alongside 23 times TT winner John McGuinness in the Isle of Man Senior Classic TT.

For five years Maria held a Guinness World Record at the Isle of Man TT, when she lapped the Snaefell mountain course at an average speed of 114.73 mph in 2004 – thus becoming the fastest women to have done so.

Maria will be promoting the work of IAM RoadSmart in the field of motorcycle safety in her public appearances around the country, as well talk about current developments on rider safety and advanced riding through her well-read social media channels.

Maria said: "I am delighted to take on the role of IAM RoadSmart Rider Ambassador. The charity is famous for its commitment to reducing the numbers of riders killed and injured on the roads by helping them improve their skills on bikes.

"It's also crucial that all road users respect each other and have an understanding of the demands of each other's modes of transport and share the road better.

"As a racer, I understand that skills turn us into winners. We can all be winners on the road without reaching racing speeds. Improving your skills will make you a road riding winner."





## **Rally star Catie Munnings completes IAM RoadSmart's road safety ambassador line-up for 2017 and beyond**

With the appointment of 19-year-old rally superstar Catie Munnings as Car Ambassador, the UK's leading road safety charity IAM RoadSmart has completed its line-up of stars who will be spreading the safer driving and riding word around the UK.

Catie was appointed to the role this week. In spite of her young age, she has an incredible CV – the highlight of which is winning the 2016 FIA Ladies European Rally Championship in her first year of competing age 18, thus becoming making her the first Brit to win a European rally title in over 49 years.

Her interest in all things motorsport was fired up watching her father working in the family workshop, taking part in her first auto test at 14.

At 17, she was invited to test a works rally car in the French Alps. She impressed her team so much she was offered a seat with them for the following season.

Incredibly she not only raised sponsorship for her season rallying in her Peugeot, she

combined this with her A Level studies in 2016.

This year she continues in the series in her Peugeot 208 run by the Sainteloc Junior Rally Team based in France.

Catie said: "I am excited to be working with IAM RoadSmart. I'm here to encourage younger drivers to come along, take advantage of the wide range of courses and even progress to the advanced driver course. It's nothing like I expected. It's all about getting the best from your car, driving efficiently and enjoying what you're doing. I really want as many young people doing it to see how much they can benefit from it"

She joins Marie Costello, Paddy Hopkirk and Eloise Peabody-Rolf as IAM RoadSmart's quartet of ambassadors. Maria was appointed Rider Ambassador last week, while rally and race legend Paddy, best known for winning the 1964 Monte Carlo Rally, became Mature Driver Ambassador last year. Eloise is 18 and an advanced driver, and holds the position of Younger Driver Ambassador.





## Win lunch with rally legend Paddy Hopkirk, as IAM RoadSmart's Mature Driver Assessment gets a fresh new look

As IAM RoadSmart's well-regarded Mature Driver Assessment undergoes its own mid-life makeover, the charity is offering the chance to win an exclusive lunch at Silverstone Circuit with its Mature Driver Ambassador, renowned rally and racing driver Paddy Hopkirk MBE.

As of now, IAM RoadSmart's Mature Driver Assessment will become the Mature Driver Review. The content and price (£49) of the 60 minute session will remain the same.

Sarah Sillars, IAM RoadSmart Chief Executive Officer, said: "We didn't want mature drivers to be scared off by the word 'assessment,' as there is no pass or fail with the Mature Driver Review. It is all about giving the driver a reassurance that their driving is still up to standard and to offer an extra confidence boost as our roads get more congested."

IAM RoadSmart has long said that older drivers are sometimes pressured into giving up driving long before they need to – leading to isolation and in some cases depression as the individual loses a key part of their freedom. As we have a steadily aging population, with



10,000 people reaching their 70<sup>th</sup> birthday each month in the UK, maintaining safe mobility is an issue that can no longer be ignored.

IAM RoadSmart commissioned its own survey, Keeping Older Drivers Safe and Mobile, which showed older drivers themselves are keen to drive as long as they are safely able to do so.

Sarah said: "Older drivers are some of the safest on our roads – we are very keen that they don't hang up their car keys before they need to. Isolating older people by taking their cars away from them will impact heavily on society and increase demands on our health services."







IAM RoadSmart has long advocated that independent assessments to allow mature drivers to get a 'seal of approval' for their driving ability should be more widely available and they should be offered incentives to take them up in greater numbers (reference 3)

The Mature Driver Review involves an IAM RoadSmart expert going out with the driver in their own car on familiar local roads, to assess their driving style and to watch out for any areas where skills could do with some sharpening.

The review is informal – candidates can bring a friend to ride along if they like. Ninety per cent of older drivers reviewed by IAM RoadSmart need only some minor guidance to set them back on the right road.

After the review, drivers not only get a verbal report on their skills but also a written account of the session, which includes pointers to improvement. To find out more about the Mature Driver Review click here:

[www.iamroadsmart.com/courses/mature-driver-review](http://www.iamroadsmart.com/courses/mature-driver-review)

To mark the name change, we are offering a chance for two people and a guest each to enjoy a three-course lunch with Paddy Hopkirk

himself at the BRDC Clubhouse at Silverstone Circuit on 15<sup>th</sup> June as a competition prize, open to everyone.

The BRDC Clubhouse is not open to the public, so this is a unique opportunity to meet the great man himself and hear some of the amazing stories that have made Paddy a legend in the world rallying scene.

Although he is famous for winning the 1964 Monte Carlo and 1967 Acropolis Rallies, he also raced at the fearsome Le Mans 24 Hours as well as many other circuits around the world. Paddy was also greatly admired for giving up a sure win in the 1968 London-Sydney Marathon to rescue with his co-driver a fellow competitor from his burning car.

For a chance of winning this unique prize, just answer the following three easy questions and email your answers to [events@iam.org.uk](mailto:events@iam.org.uk) by noon on 1<sup>st</sup> June.

1. What car did Paddy Hopkirk drive when he won the 1964 Monte Carlo Rally?
2. Who was Paddy's co-driver in the 1964 Monte Carlo rally?
3. What was that car's registration number?





## Using a Sat Nav: tips from IAM RoadSmart

Satellite navigation systems (sat navs) are a must have these days but many road users fail to use this travel companion in the correct or safe manner. In a recent simulator study looking at a variety of distractions, programming a sat nav had the biggest negative impact on driving standards. This week's tips give advice on riding and driving with a sat navs, from IAM RoadSmart's head of driving and riding standards Richard Gladman.

- Programme your journey before you set off. Looking at your sat nav system to make changes to your destination is a distraction and may prove to be dangerous. If you need to make an alteration find an appropriate place to stop
- Get to know your system; being able to mute or activate voice commands without having to look at the system will be useful. Features such as live traffic updates and road works warnings will help in planning your arrival time. A state-of-the-art system will offer route changes where time savings are possible
- If you are buying a stand-alone unit or picking up your new car with a built in sat-nav ask for

a demonstration of the features. It can be frustrating trying to 'educate' a different system to your way of working

- If you are using your phone as a navigation device make sure it is securely mounted and programmed prior to departure. Being a mobile, notifications, message alerts and calls can pop up. Do not be tempted to respond or touch it as you may fall foul of mobile phone legislation
- Don't attract thieves. Remember to take off your sat nav and pop it in the glove compartment and wipe down the window so there is no tell-tale ring marks pointing a thief in the direction of your car

Richard said: "Satellite navigation can be a fantastic tool if you use it to help you plan and conduct your journey. A tale of caution though it is always a good idea to have an idea where you are going. Don't be scared to have a glance on the map. If I was going to St Ives I could potentially be guided 350 miles out of my way if I relied totally on the navigation unit. Best to know whether the A14 or the A30 form part of my route."





**Closing date for the autumn 2017  
edition of the TGAM e-Newsletter is 20<sup>th</sup>  
July.**

**All contributions would be very  
welcome.**

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