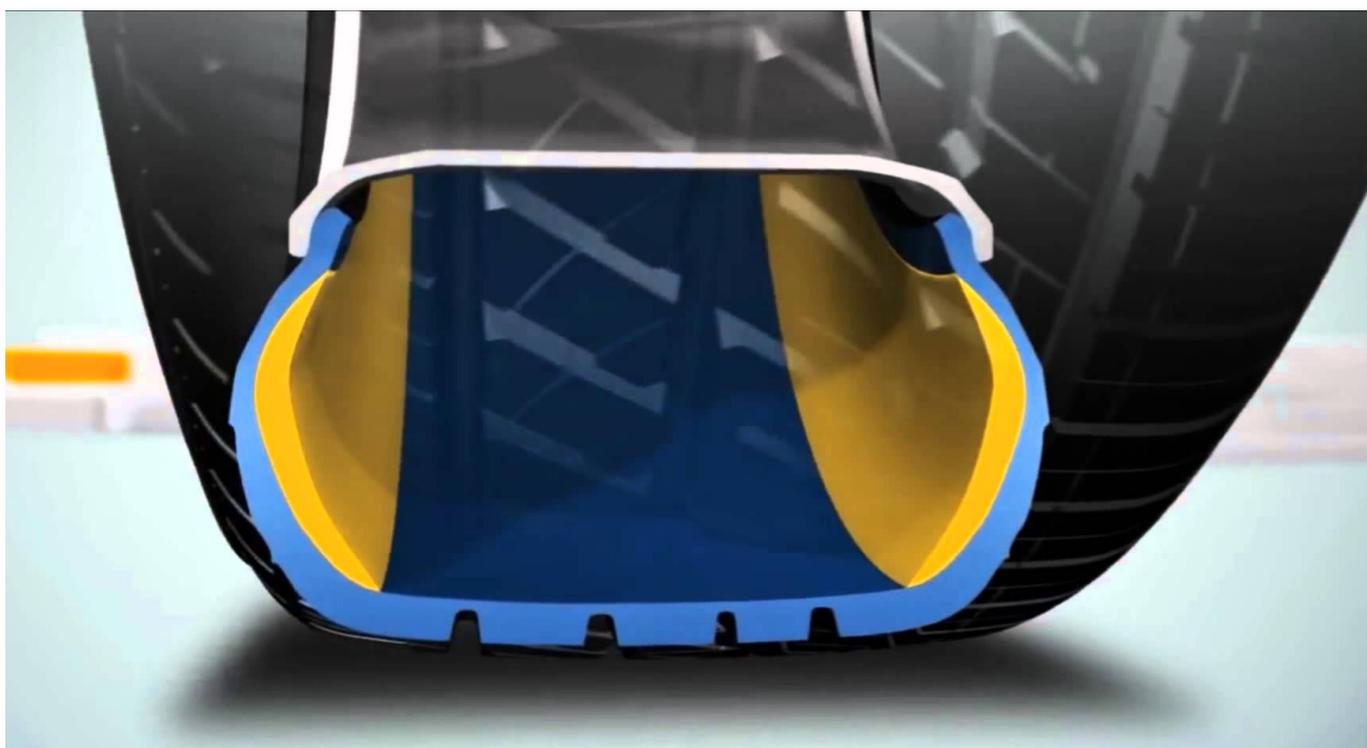




# *Guildford Advanced Motorists*

## ***GAM Newsletter***

***November 2016***



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## IMPORTANT GAM DIARY DATES

**Observed Sunday Runs for 2016/17:** 09:15 onwards (Third Sunday in each month except April, June & December)

2016 dates: 20<sup>th</sup> November, 11<sup>th</sup> December (note December has been changed from the last Newsletter).

2017 dates: January 15<sup>th</sup>; February 19<sup>th</sup>; March 19<sup>th</sup>; April 23<sup>rd</sup>; May 21<sup>st</sup>; June 11<sup>th</sup>; July 16<sup>th</sup>; August 20<sup>th</sup>; September 17<sup>th</sup>; October 15<sup>th</sup>; November 19<sup>th</sup>; December 10<sup>th</sup>.

**Committee Meetings** 2016/17 (Wednesdays)

Held in Ripley Small Hall GU23 6AF 8pm - 10pm.

2017 dates: 4<sup>th</sup> January; 8<sup>th</sup> March; 3<sup>rd</sup> May; 5<sup>th</sup> July; 6<sup>th</sup> September; 1<sup>st</sup> November.

**AGM 2017** 23<sup>rd</sup> September 2017; 09:00 to 13:00 hrs.

**Observer meetings 2017.** These meetings will provide an important opportunity to get information and guidance, and importantly share experience and best practice with GAM peers.

**Next meeting in Ripley Small Hall, Saturday 11<sup>th</sup> February 2017, 08:30 to 13:00 hrs.**  
Apologies to Phil Headen please.

**GAM Newsletters for 2017:** February; May; August; November.

Deadline to submit articles for each Newsletter is the first week of the publication month.

## **Member Events**

**Look out for new events in 2017 – See the the GAM Facebook page.**

We are planning to increase the number of member events this year, including more on driving skills and best practice from police drivers, vehicle and tyre technology hosted by motor dealers and tyre specialists, and possibly "A view from the CAB" to help us understand the challenges of HGV driving.

## **Skid-pan courses**

We have looked at the nearest venues for suitable courses because our members weren't keen on the round-trip to Essex. These are Goodwood, Thruxton and Castle Coombe. However, they work out to be quite expensive. A one hour session would cost around £100. If you have views about this or your interest in attending a course, please let me know. Gordon Farquharson – Skid Pan co-ordinator - [skid-pan@guildford-iam.org.uk](mailto:skid-pan@guildford-iam.org.uk)

## Editorial matters

Welcome to the second edition of our new style Newsletter. You will notice that the logo has evolved a little. We are Guildford Advanced Motorists, (GAM) for short, and the IAM roundel is the badge of honour members aspire to. The Institute of Advanced Motorists, to which we are affiliated has the new operating brand **IAM RoadSmart** and we are official providers of the **IAM RoadSmart Advanced Driving Course**. We aren't allowed to use elements of the new IAM brand image. We have had ongoing discussions of the recent few months, and your committee feels it is very important that the Guildford group maintains its identity whilst being part of the bigger IAM family.

***IAM RoadSmart has a mission to make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable. It does this through a range of courses for all road users, from online assessments through to the advanced driving and riding tests. IAM RoadSmart is the trading name of all businesses operated by the UK's largest road safety charity, the Institute of Advanced Motorists (IAM) and was formed in April 2016 combining the IAM, IAM***

*Drive & Survive, PDS and IAM Driver Retraining Academy. The organisation has 92,000 members and campaigns on road safety on their behalf. At any one time there are over 7,000 drivers and riders actively engaged with IAM RoadSmart's courses, from members of the public to company drivers, while our Driver Retraining Academy has helped 2,500 drivers to shorten their bans through education and support programmes.*

*To find out more about IAM RoadSmart products and services visit the new website [www.iamroadsmart.com](http://www.iamroadsmart.com)*

We held a very successful promotional event at the Guildford Spectrum on 25<sup>th</sup> September 2016, immediately after the 2016 AGM. Many members of the public seemed quite engaged in what we are offering, and several demo runs were undertaken. The Surrey Advertiser were there and we got some coverage in the local paper.

I very much want to hear from our members, so please send me your views, experience and suggestions. Your comments and suggestions are valued. Letters, comments and articles should be sent to [editor@guildford-iam.org.uk](mailto:editor@guildford-iam.org.uk).

*Gordon Farquharson (Editor).*

*Dear Editor. A couple of very sad and serious motoring incidents in the news over the last week or so highlight the problems of cost cutting that seem to affect all our lives. The case of a coach driver who ploughed into a stationary car on a section of 'so-called' smart motorway, killing several people in the process, shows to me that taking away the hard shoulder and making it a running lane is a completely flawed proposition. The Police Superintendent who was interviewed on the TV said "well there was a sign to say the lane was closed". If an inattentive driver is not going to see a car parked in their lane they are probably not going to see a sign either. We have all been brought up with nearly all motorways and a good number of fast dual carriageways having some sort of space at the side of the road to allow broken down vehicles to stop out of the way of moving traffic. Taking this space away and then relying on signs that are sometimes on and sometimes off is a recipe for disaster, and those drivers who are simply not used to the constant changes of which lanes are open and which are closed (and the changes in speed limit that accompany this) are bound to make a mistake eventually. Why can't we build proper motorways and stop trying to squeeze more lanes out of those we have already?*

*The other issue that must be tackled immediately is the spectacular increase in hand held device use in vehicles. Once again, innocent motorists killed by a lorry driver reported to be 'on his phone'. But he was not making a call at that time - he was looking for some music to play on his phone. The rapid increase in hand held devices (which I understand can make phone calls as well as play music and provide navigation instructions) has to be stopped. Everyone says "we must curb the use of phones in cars" but the phone is old tech - the hand held device will do everything you need it to, including completely distract you from the main task in hand which is driving attentively. The main culprits are the car manufacturers who now sell their vehicles on the amount of technology they can tempt you with and the number of USB connection points there are for your music, phone, navigation device, electronic book, tablet etc. etc. My latest car has no cd player - I am supposed to use my phone to provide the music. I fear radios will go the same way. When will this nonsense stop and car makers see that they are causing the inattentive drivers who are causing the accidents? And where are the Police to stop all these inconsiderate drivers? Cost cuts, I suspect. We cannot rely on cameras to monitor all our motoring misdemeanours.*

*Thanks for the chance to comment.*

*Yours sincerely, Paul Whitehead, 07860 600477*

#### **Editor's small print**

Please note that the views and comments herein are published without prejudice, being those of the writers and not necessarily those of the Guildford and District Group of Advanced Motorists or the IAM.

**Data Protection Act.** Members and Associates are reminded that names, addresses, telephone numbers and membership details are stored on computer files to assist with the management of the group and the distribution of Guildford Group correspondence.

We do not pass your details on to anyone else.

## Thoughts of Chairman Ranshaw

As your new Chairman, I would like to introduce myself. I am Graham Ranshaw and have lived in Ewhurst for over 25 years with my wife and son, and am recently semi-retired from 31 years in the defence industry.

I passed my car Driving Test at 17, motor cycle test when I was 24 and the Advanced Driving Test about 10 years ago. I then came back to the Guildford Group around 5 years ago to help, becoming first a Local Observer, then a National Observer. For the last couple of years I have sat on the Committee as Events co-ordinator. I am currently attempting my IAM Masters course – the toughest one of all, and satisfyingly challenging! A couple of months ago I was invited to the IAM Track Skills Day at Thruxton race track to help members learn to drive the circuit. My first client was a lovely gentleman with a 2008 Ford Mondeo Diesel Estate...! Great fun!

Having started my career as a Mechanical Engineer, I have always had a strong interest in anything with wheels and an engine. Transitioning to Software Engineering many years ago, drove a passion for technology. Blend these together and it means a lifetime of watching cars developing into what they are today. I was lucky enough to have the time and resources to build a Caterham sports car earlier this year, which was a fantastic experience.

So, back to the AGM a few weeks ago, I was voted in as the new Chairman of the group. Steve has done a wonderful job of leading us for many years and he will be a hard act to follow. Equally, other members of the committee that stepped down this year have served the Group magnificently. I hope you will all join me in thanking them all for their efforts?

The group is healthy financially and we regularly perform above other groups in the UK for getting associates through the Advanced Driving Test. With huge efforts from our Committee and all Observers, we have adopted entirely new processes and practices over the last few years, topped off by a re-branding to IAM RoadSmart earlier this year. A great deal of change in a relatively short time.

This year we have a number of new Committee members who will bring a fresh viewpoint to how the Group is run. Personally, I would like to see:

- Maintaining and improving our high quality approach to helping associates pass the Advanced Driving Test in a reasonable time.
- Improving internal and external communications – the Internet and social media helps us get our message out there.
- Repeating of the Spectrum type event to promote road safety and our Group offering the public a chance to have a free assessment drive.
- Regular informal runs out with members and associates and their friends and family.
- A general increase in 'member and associate' events, including items such as vehicle technology updates held at local car dealerships or tyre suppliers.
- Working with IAM Central and other local Groups to extract best practice for operating Guildford Advanced Motorists (GAM).

I like to think we all share a passion for cars and driving and I would really welcome your articles and feedback on happenings in our World that are of interest to our Group. I would also welcome comment on what we are doing as a committee and what you would like to see more or less of?

Thank you for your (continued) membership of the Guildford Advanced Motorists.

Best wishes and kind regards to you all, and safe driving,

*Graham Ranshaw*

## **Secretary's Report – Guildford & District Group of Advanced Motorists (GAM)** (September 2016 – Paul Whitehead)

Every year in my annual report I seem to say that we have been subjected to lots of changes in the way we work and the way we interact with IAM HQ, and 2016 is no exception. In fact, the last 12 months have probably seen the greatest number of new initiatives and changes to personnel in quite a long time.

### **Group committee and Officers**

Last year I reported that we said our thanks and 'happy retirement' to Chris Hughes who was for around 13 years the 'First point of Contact' for the Group, and many Associates and Members would have spoken to him at some point in their relationship with us. However, we discovered in the Spring that Chris had passed away and we sent our sincere condolences to his family and friends. He was a great character and a very good friend of our group and other organisations, and he will be missed.

After many years' service Gerry Raleigh has decided to retire from the role of Treasurer. Gerry has been looking after the Group's accounts for more years than I can remember (sorry, Gerry! 14 actually) and has kept a steady hand on the finances, leaving us in a very secure position. We have received a number of potential applicants for the role and the Committee will be proposing Michael Tilney takes over as from the forthcoming AGM.

Steve McCormick has also indicated his intention to step down as Chairman at this AGM and the committee will be proposing Graham Ranshaw takes over the role. Steve has been Chairman for a few years and has overseen many changes within the group and a successful period of activity with better results in Guildford Group than most of the other groups in the region. We thank Steve for his contribution and wish him well with the other tasks he is taking on elsewhere.

### **Associates and tests.**

We continue to welcome new Associates joining us at a rate of just under one per week, still better than other groups around us. We also managed to record 22 test 'passes' with a significant number of F1st passes, although there were 5 Associates who failed to make the grade on the day. Many thanks go to all the Observers and Group staff for a very positive result, and to all those successful Associates who performed so well in front of their Examiner. It is still of concern that we gained 55 new Associates over 12 months but only sent 27 to test, so we need to remain aware of the reasons why so many Associates decide to prepare for the advanced test and then fail to complete the challenge.

One significant improvement to our procedures was the extension of the Associates Co-ordinator role to have one person managing new Associates from the day they first contact us to their test application. Paul Wallace-Stock has therefore taken up the challenge to expand his current role and has made some very worthwhile improvements to the process. With increasing use of IT (by us, the IAM, and our Associates and Members) many of the tasks we used to do are now easier or no longer necessary, so a review and re-alignment was overdue and most welcome.

During the review process Paul was able to gain a much greater understanding of the IAM's DTE system (the database where all Associate membership and progress is recorded) and we found a number of Associates who had applied for a course but had not yet been put in touch with us. For those Associates who ended up waiting an unusually long time before they started their course we apologise for the delay, but we are now on top of the numbers and have returned to a healthy but well managed pipeline of new Associates.

### **Observers and Training.**

Observer Training and IMI Qualification remained a priority for us during the year. Phil Headen took up the role of Chief Observer last year and we are currently in a very strong position with 29 Observers registered of which 17 are National Observers (including 1 qualified to assess Local Observers) and a healthy contingent of Trainees and Local Observers in support. We have, on average, double the number of National Observers compared to other local groups.

Observer Training is the responsibility of John Holcroft, supporting Phil and making sure we have all our Observers trained to the highest standards. All Observers are volunteers, and many carry out Observed runs on days other than the usual Sunday Runs, so we remain indebted to all our Observers for the work they do on behalf of the group and road safety.

The trickiest part of the process remains allocating Associates to Observers at the Sunday runs, and this task was ably performed by Hilary Fletcher each month. Hilary has, however, decided to retire from this role as she has many conflicting demands on their time; we are most grateful for her reliable and cheerful contribution to group activities and we wish her well for the future.

Jacqui Mesquita-Morris has stepped up to the challenge of managing Sunday operations, and is continuing this excellent and crucial work each month. Matching the number of Associates who are likely to turn up with the number of available Observers is often a delicate juggling act, so anything that we can all do to confirm appointments and guarantee attendance will help Jacqui to achieve 100% success.

### **IAM Region and Chiswick liaison.**

Many more changes were announced at IAM House this year. The most significant was the re-branding of the IAM and Skill for Life to IAM RoadSmart. This brings together all the operational arms of the IAM under one new banner (with the obligatory new logo and new image), and the inevitable changes to literature, marketing materials and other 'customer facing' activities. We have embraced the new image and are proud to be called an IAM RoadSmart Official Provider. The IAM and your Group remain as independent Charitable Organisations and there is no change to the headline name of the Institute or the Guildford Group.

During the year we also said 'goodbye' to Tom Docherty who was the Regional Manager and Craig Gande who was our Regional Quality Officer in charge of National Observer tests and examiner standards for the Region. They have not yet been replaced, so we await news of any re-structuring at IAM HQ. We also heard that IAM are moving away from Chiswick to new premises in Welwyn Garden City; more details in the coming months.

There was another significant change implemented during the year with the launch of the new Driving Standards. From Summer 2016 all new Associates were given a new Advanced Driving Handbook to replace the old 'How to be a Better Driver'. Observers have been trained in the application of the new literature and paperwork, but the overall objective has not changed – successful advanced drivers will still be expected to drive according to the principles of Roadcraft but some small changes have been made to the test requirements to cater for new developments in vehicle technology and other minor adjustments.

We attended the IAM National Conference in October and two Regional Forum meetings during the year. These are useful for meeting IAM staff, other group officials and committee members, hearing what plans Chiswick have for our future, and allowing the opportunity to discuss proposals in open forum.

### **Events.**

Our Events Co-ordinator, Graham Ranshaw has started to organise events that he hopes will be attractive to all members, including an early morning run out to Goodwood to their Breakfast Clubs, and potential visits to other local attractions. Graham has a number of good new ideas for events, so please talk to him about what is planned and the type of events that would suit you. He has planned another 'Public Drives' day for the day following the AGM, based at the Spectrum in Guildford, and we hope this will raise our profile and attract some new Associates to the Group.

Unfortunately we have run into difficulties securing a skid pan venue. The Goodwood facility we used for many years was sold last year, and although it is running again under new management, the prices they are charging have increased significantly. We held one successful event at a facility in Kelvedon, Essex, which was enjoyed by 10 Members, but the long drive home on the M25 on a Friday afternoon took the shine off an otherwise worthwhile day.

Other options are Thruxton, also quite expensive, and Brooklands, very expensive and only really for Mercedes cars. There are no other skid pans available in the whole of the South of England, so this remains a difficult area for all Groups such as ours. We continue to look for suitable alternatives.

We did however manage to organise a couple of other well attended events for members during the year. In Spring we had a lecture from Lester Parsons who had a lengthy career as a Police driver and rider, and many great stories to tell. We hope to get him back for another talk in the near future. We also had a visit from Shaun Cronin, the IAM Regional Manager, who spent the evening talking to Associates and Observers about what the Examiner actually wants to see on test. This proved to be a popular lecture, and we will try

to set this up for an annual event in the future to catch more associates before they get to their advanced test.

### **Newsletter, web site and social media.**

We are very grateful to Gordon Farquharson for taking over the role of Newsletter Editor during the year. A fresh look and some new ideas are most welcome, along with re-branding to IAM RoadSmart.

We are actively researching ways to improve our web site as the old site is no longer compatible with the new IAM RoadSmart image and is in need of some updating and perhaps a new platform. Up to date, Tony Ross has been our webmaster, and despite living some way away he continues to provide us with very useful support and we thank him for continuing to help the group. But Gordon is now leading a small team to look at re-designing our web site to cater with all the required changes; more news later this year.

Facebook and other social media platforms are under constant review and we have been able to keep these fresh and relevant thanks to the efforts of Graham Ranshaw and Tom Richardson.

### **Summary.**

Yet another challenging year with lots of changes; we remain committed to the IAM and the training of Associates for their advanced test. My personal thanks to all my colleagues on the committee and all our helpers and observers for all their hard work – it is greatly appreciated.

## **CONTROLS, GADGETS & GIZMOS:**

### **No.2. Run-Flat tyres and deflation detection systems**

This is the second in our series of articles covering various aspects of vehicle driver aids and technology. As our cars are become more and more complex, and certainly smarter, the Advanced Driver needs to enjoy and use these aids safely and effectively. Also it means some of the recommended Advanced Driver practices need to be refined in the context of these different systems. Observers will also need to be aware of these issues.

Evolving vehicle technology potentially offers us safety and convenience advances; but do we really understand all the complexities and risks. This brief article explores the technology, history and some experience with run-flat tyres. The intention is to suggest some best practice guidance.

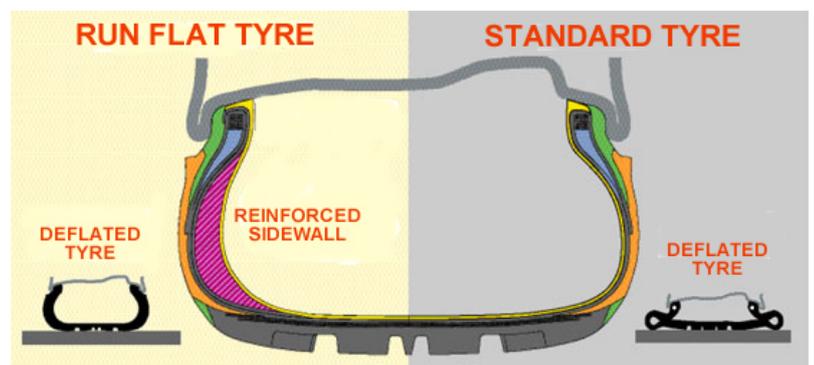
Many motor manufacturers, including particularly high performance and premium brands, are fitting run-flat tyres as a original equipment. The claimed advantages are:

- Enhanced safety in event of blow-out.
- Convenience of 'get-you-home' in the event of a puncture (50 miles of gentle driving at 50mph) without need to change the wheel.
- Space & weight saving because no spare is required (space saver or full size spare wheel). Some manufacturers even need the weight saving of no spare wheel to meet their fuel efficiency claims and goals.

How different designs provide run-flat capability:

There are different types. You should make sure you know what your car is fitted with, their strengths and importantly their limitations:

- **Self supporting** (the most common design today). Rigid side-walls on relatively low profile tyres allow a punctured tyre to be safe enough at low speed.



- **Self-sealing.** These are now the preserve of military vehicles, but were the bases of the 1972 Dunlop Denovo tyre. These were standard fitment to the Rover P6 of that era. These tyres had relatively soft pliable side walls, and relied upon release of a lubricant to reduce friction when deflated, a sealant to seal the tyre, and a gas to partially inflate the tyre.

**Denovo. The lifesaver. The safest tyre in the world.**

The total blowout security and run-flat characteristics of Dunlop DENOVO were achieved by starting afresh, designing this unique DENOVO tyre and wheel unit from the run-flat state and building upwards.

When sudden air loss occurs, the narrow DENOVO rim 'drops' on to the wide tyre tread. The tyre cannot detach itself from the wheel because the special design locks the tyre to the rim.

The design of the special rim and the rugged sidewall provides a support column which takes the weight of the car and maintains directional control and stability.

Instantaneously a special lubricant is released from dispensers attached to the wheel. This lubricant allows the inner surfaces of the deflated tyre to 'aquaplane' over each other, thus eliminating the heat generating friction which would otherwise tear and burn the tyre in pieces. The lubricant not only eliminates friction but in most cases, seals the hole and then inflates the tyre up to 5 lb/in<sup>2</sup> (0.35 kg/cm<sup>2</sup>).

Result? Even after a blowout at 70 mph (112 kph) or more you're able to drive on, still safe, still in control, anything up to 100 miles (160 km) at up to 50 mph (80 kph).

A DENOVO wheel and tyre, cut away to show the rim construction and the unique dispensers which release lubricant to prevent destruction that would set in most cases, the lubricant seals the puncture, and refills the tyre to 5 lb/in<sup>2</sup> (0.35 kg/cm<sup>2</sup>).

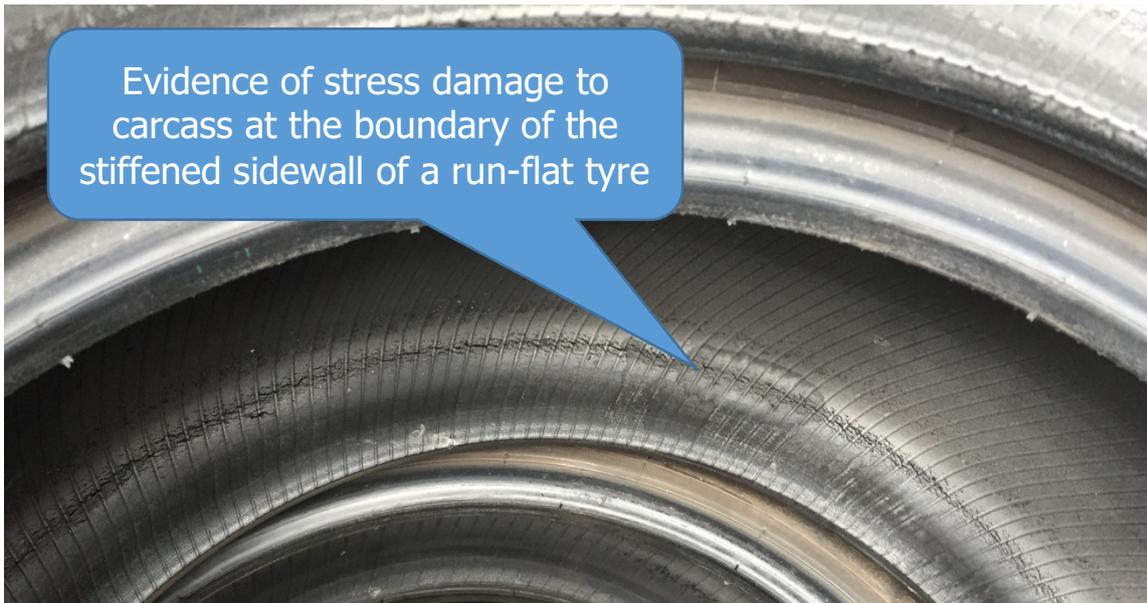
- **Auxiliary supported.** The Michelin example here shows the principle. Here, an insert fitted to the rim provides support to the tyre, allowing it to run flat without totally crushing the sidewall. This prevents the friction and rapid overheating that occurs when a conventional tyre runs flat.



It is appropriate to focus on the most commonly found type, the self-supporting run-flat tyre. First, it is important to recognize their limitations. The main limitations are:

- Punctures are generally not repairable, since after running flat for a period of time, the boundary of the reinforced sidewall becomes stressed and damaged. Even emergency repair and reinflation mustn't be considered.

- Externally, it is very difficult to observe damage that might have arisen from running flat. This may be a challenge when purchasing a second hand vehicle. The photograph below shows a tyre removed from a BMW for normal wear replacement, and found to exhibit stress to the carcass from flat running. There was no record of flat running, and a tyre expert believed the tyre was in a dangerous condition. This was most concerning, particularly as the car was a high performance vehicle used on the road and occasional track days.
- The ride provided by these tyres can be quite hard because the sidewalls are relatively stiff. Also drivers can experience bounce or skipping when accelerating over uneven surfaces such as pot-holes and patched repairs.
- The tyres appear to offer lower grip levels than conventional tyres, probably only an issue during highly stressed use (rough surfaces, track-days and the like).



Secondly, because of the stiff side-walls, and the fact that it is visually difficult to see if a tyre is flat, car manufacturers generally provide some sort of deflation detection system. There are three different approaches to how they do this:

- Indicator valves. Requiring visual observational inspection of the valve or via a cell-phone app. This is a rare approach, not seen as standard equipment on UK registered cars, but available as an after-market accessory.
- Provision of a pressure measurement transducer inside the tyre, feeding a signal and warning to the driver.
- Differential rotation speed monitor, usually using the ABS rotation detectors, feeds a signal and warning to the driver. Interestingly, this approach would not detect two simultaneously flat tyres. What is the likelihood of this occurring? I thought very unlikely until I was informed at a service that I had two flat rear tyres. It is quite tricky to notice flat self supporting run-flats during gentle driving unless you deliberately sway the vehicle.
- Generally it is difficult to find any data on the sensitivity or accuracy of these deflation detection and warning systems.

The following safety **Check-list** is suggested:

- Make you you are knowledgeable of the type of tyres fitted and the flat-tyre detection system used.
- Be diligent with your normal tyre condition and pressure checks (part of POWDERY). The detection systems are really for emergency situations like catastrophic deflation, not for accurate checks of pressure needed for safe and efficient motoring.
- Make sure you find out what checks are carried out on deflation detection systems at vehicle service (if any).

- Keep a note of any tyre related events.

Finally it is important to address the process of swapping from run-flats to conventional tyres. You may decide you want to do this for ride/road-holding, cost, confidence or other reasons. It is important to first check with your dealer that there is a conventional tyre available and approved for your model of car. Then you need to decide how to manage a flat tyre in the future. The usual options are purchase a spare wheel and tyre or space saver spare (if room), or resort to a can of sealant and inflator. You may need to inform your insurer of the change to the vehicle.

*Article prepared by Gordon Farquharson (November 2016).*

## Are you 'Smart' about 'Smart Motorways' ?

Paul Wallace-Stock (GAM) writes:

We are increasingly seeing the introduction of 'SMART' Motorways. What are they and how should an advanced driver handle these fairly new layouts?

England's motorways are among the most congested in Europe (Surrey has more miles of motorway than any other county) and the government has plans to convert over 10% of the motorway network to SMART Motorways. This offers a cheaper way to increase capacity than motorway widening but will change the way we drive on our safest roads. SMART motorway pilot schemes have successfully increased traffic flow on the M42, M1, M25 and M6 by adopting peak time hard shoulder running. The traffic situation is constantly monitored and a Control Centre can take immediate action in the event of incidents or congestion. However, the new generation of SMART motorways are different - they involve full time hard shoulder running (effectively there is no hard shoulder), bigger gaps between refuges and less frequent roadside electronic signs. Detection and monitoring of incidents is still at a high level and lanes can be signalled as closed and resources dispatched instantly to assist drivers.

Firstly let us look at the different types of SMART Motorway.



The first is called a Managed Motorway (or Dynamic Hard Shoulder running); they have a conventional hard shoulder which is separated from the road lanes by a solid white line. During busy periods this lane becomes a running lane and there is usually an emergency refuge every 500-1000 metres. When the lane is in use a speed limit will be indicated on the overhead gantry and when not, a RED 'X' will be displayed and you are not permitted to use it as a running lane as it then operates as a normal hard shoulder.

The second type is called a Controlled Motorway and what had previously been the hard shoulder is now a running lane all of the time and is separated from the other lanes by normal lane divider (broken white line). There are fewer overhead gantries and safety refuges are 2-3 miles apart.

The basic arguments for adopting these changes will rage for many a year but generally they are seen as the best way of increasing the capacity of our motorway network at reduced cost. Some environmentalists argue

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that they increase pollution. Hmm not sure I get that one! Anything that keeps the traffic flowing rather than sitting in a queue must help reduce pollution.

So as an Advanced Motorist how should we tackle these 'Smart' motorways?

Generally there is little difference from what we do today, however when driving in the left hand lane (Lane One) be extra cautious as there could be a stationary, broken-down vehicle in your lane. Therefore it is important to maintain the 2-second gap. Also be aware that if a vehicle breaks down in any other lane there could be a stationary vehicle there also. Whenever you see a RED 'X' over a lane it means that that lane is closed so you must not drive in it.

What should you do if your vehicle has a problem? Well initially reduce the likelihood of it happening in the first place by maintaining the vehicle correctly and ensuring you have sufficient fuel for your journey. Interestingly if you run out of fuel on a motorway in Germany and do not have a 5 litre can of spare fuel, get your wallet out as you are in for a hefty 'On the spot' fine! Carry a Hi-Viz vest inside the vehicle and wear it when out of the vehicle!

But what if the worst happens?

- a. Firstly you should try to leave the motorway if this is possible.
- b. If it is not then try to get to the nearest refuge. There will be an emergency phone which you can use to call for help.
- c. If you cannot do this then pull over to the far left lane.
  - i. When stationary turn your wheels into the kerb.
  - ii. Put on 4-way flashers.
  - iii. If possible exit the vehicle on the left side and get behind the barrier. Get away from the vehicle in the direction of the oncoming traffic. You do not wish to be downwind in case your vehicle is hit as you risk injury from flying debris. If you are able to position a warning triangle without putting yourself at risk (e.g. from behind the barrier) it will be worth doing.
  - iv. Call the emergency services on a mobile phone if you are able. However, if you are on an unfamiliar motorway and you do not know your location, how are you going to tell people where you are? Remember the distance markers and little arrows direct you to an emergency phone. However do not walk in the road as all lanes are running lanes and you should only try to get to the emergency phone if you can do so by walking behind the barrier. Also remember the blue Motorway signs with an 'A' and a number are on the 'away from London' side and with a 'B' are on the way 'back to London' (or anticlockwise on the M25 and M60). They will help in identifying your location. Interestingly the distances is in kilometres!!!
- d. If you breakdown in any other lane and are unable to get to the far left lane (something which rarely happens other than in an accident) then:
  - i. Put on 4-way flashers.
  - ii. **DO NOT** try to leave the vehicle.
  - iii. Sit with your head against the headrest as this will reduce the effect of whip lash if you are unfortunate to be hit from behind.
  - iv. Call the emergency services on your mobile phone.
  - v. Sit tight and hope the operator who is monitoring the road reacts quickly and closes your lane.



There is nothing to fear from SMART Motorways but we will all need to be aware of what could happen and how to react. In a previous issue we talked about driverless vehicles; well this is just another step along the way of trying to keep our traffic moving in the 21<sup>st</sup> Century.

## NEWS & GUIDANCE FROM IAM HQ

### 1. IAM statement on recent Road Safety statistics

4 August, 2016

Strong government leadership is the key to breaking stagnation in road death figures, **IAM RoadSmart** says. Leading UK road safety charity **IAM RoadSmart** has said the government needs to make bigger efforts in the areas of drink-drive campaigning and rehabilitation, better enforcement of driving standards and increased education on road safety if we want to see any reduction on the stagnant road casualty statistics announced today (4 August 2016) by the Department for Transport.

The charity said that after decades of good progress, the past five years have seen a disappointing plateau which is not acceptable. Today's figures show there has been no reduction in drink-drive deaths since 2010 – remaining at 240 deaths a year; there has been no reduction in total road deaths and a 2% increase in serious casualties in the past 12 months (to 31 March 2016).

Tim Shallcross, head of technical policy at **IAM RoadSmart**, said: "The Government must get to grips with five years of disappointing figures now. It needs to show stronger leadership to really drive down road deaths and serious injuries in the future. "Road deaths are a serious issue; 35 people a week die in crashes throughout the country. In any other sphere, that would provoke national outrage, rule the headlines for months and provoke urgent government action. It happens week in week out on our roads and it merits barely a mention. "More action on drink driving, more on-road enforcement of driving standards and more publicity and education are urgently needed if we are to return to the gains made before 2010.

"**IAM Roadsmart** urges the government to take back the initiative and put forward credible plans to address this vital issue."

### 2. Fuel efficient motoring

SEPTEMBER 2016

Driving style has a huge impact on fuel consumption and is key to reducing your impact on the environment. You can buy the greenest car on the market but if you drive it badly or use it too much, you simply undermine all the benefits. There are however some things you can do to save money and reduce CO<sub>2</sub> emissions and pollution. Here are some environmental driving tips from **IAM RoadSmart's** head of driving and riding standards, Richard Gladman.

Get your car serviced regularly. A well-maintained car is safer and greener. Make sure you are using the right engine oil; if you have any doubts check your handbook. Make sure your oil is checked regularly and if you need to top it up ensure you use the correct grade.

Avoid unnecessary loading. Putting too much weight on your vehicle can burn more fuel. Take off any unused roof racks, roof boxes or cycle racks as they will also waste fuel. Check your tyre pressures – underinflated tyres waste fuel. Check your handbook as some vehicles now have an economy option in their settings for tyre pressures.



If possible choose a parking space you can drive out of quickly. Time spent manoeuvring out of a space with a cold engine wastes fuel. Try to reverse park so you can drive away quicker. Richard says: "The key to green driving is to take a gentle approach when braking and accelerating combined with looking as far ahead as possible to plan a smooth path through traffic. There isn't any point in rushing to the next traffic light just to have to wait. These are just the sort of skills that advanced drivers take for granted but can make a big difference to your wallet and to air quality around you. Consider investing in the [IAM RoadSmart eco-driving course](#) as it could pay for itself very quickly in fuel savings."

### 3. Winter driving tips from IAM



With the weather turning colder, IAM offers its best advice to making sure the cold weather doesn't catch you unaware.

- Ensure your lights are working and keep a spare set of bulbs handy in the car.
- Check your washer bottle is filled with screenwash and that your windscreen wiper blades are working properly; they should not leave lines or smear the screen.
- Ensure all fluids are at the correct level and have them checked by a mechanic if you are unsure.
- Check the condition of your tyres regularly – the legal minimum for car tyre tread is 1.6 mm but you should consider replacing them before that for safety.
- Always carry a winter driving kit including an ice scraper, de-icer, blanket, torch, shovel, and a fully charged mobile phone.

Mark Lewis (IAM) said: "Thinking ahead is the key to winter preparation. Driving in winter brings its unique challenges, leaving earlier to allow more time for ice on both the road and your car means you won't be rushing in adverse conditions and will have more time to enjoy the drive."

In 2014, 12,445 accidents took place on built up roads that were either flooded or wet in the dark – a 19% increase since 2010 (1). As the days shorten and weather conditions worsen the IAM has launched its #wheelsinwinter campaign to support motorists in driving safely this winter.

Sarah Sillars, chief executive officer at the IAM, said: "It is clear from the statistics that people need to change their driving behaviour when faced with poor weather conditions and more hours of darkness. "Winter driving needn't be difficult, and with a few small changes driving in bad weather conditions can be made far safer and more enjoyable. We advise motorists to avoid travelling in severe weather conditions – could you delay that visit to the shops or walk to school instead? But if you do need to travel, prepare properly and read our advice to ensure you and your loved ones are safe."

If weather conditions are severe in your area you should take notice of police advice and simply don't travel. However, in exceptional circumstances if you must go out make sure you drive safely with extra caution on icy roads.

Salt will often make the windscreen, headlights, number plate and rear parts of your car very dirty. Cars without headlamp washers, for example, will lose an estimated 40% of luminosity, and possibly all their focus in about 20 miles on a damp, gritted motorway. When travelling long distances it is advised that you stop regularly at service stations to clean your windscreen and headlights with a clean cloth. Or keep a filled gallon of water in the car boot to give your lights, windows and mirrors a quick wash over – a handy investment to top up your windscreen washer reservoir when needed too.



When driving on a busy road avoid overtaking a gritting lorry as the road ahead may not be treated yet. If you have any doubt, don't risk it. Never overtake a snow plough in heavy snow conditions.

While roads may be gritted to give you better traction some areas may not be completely treated, leaving ice patches exposed. You should therefore drive at a steady pace – ensuring the safety of you and your passengers.

It's important that you keep your car clean throughout the winter as the salt in grit can cause external damage such as corrosion to any exposed suspension parts. Ensure that you thoroughly wash

the underneath of your car when you can to stop salt from settling. Also, don't forget to wash/rinse alloy wheels too; the smallest scratch can quickly become a large unsightly corrosion patch.

Your windows will steam up when the air inside your car is warmer and is carrying more humidity. This air inside is cooled near the glass allowing the humidity to condense and form mist. Here are top tips for coping better with misty windows:

- Mist will often form quicker on dirty windows so it's important you keep your windows clean throughout the winter. Both the outside and inside of your windows should be kept equally clean – free from dust, tar, tree sap and grime.
- Newspaper can be used to polish glass once you've cleaned it. Wash the windows with some washing up liquid and water, then dry with a cloth ensuring you lift the windscreen wipers and clean the section of your windscreen beneath them. If you prefer the traditional method of using crumpled up newspaper, this works well too.

- Don't leave any damp clothing in your car overnight as this can also cause the windows to steam up.
- Use the air conditioner to help lift any condensation from the inside of your car windows. You can adjust it accordingly to lower the setting once the moisture clears. And if your car has a button that sets the demister at the optimum for clearing the screen then use that.

IAM also has advice for motorists travelling in the frosty, icy weather. Don't drive off without cleaning your windows or side mirrors – visibility is everything! Ensure you use a good scraper and newly bought de-icer and switch on your internal heater settings to clear away mist and condensation. Whatever you do, do not pour hot water on to your windscreen as this is likely to freeze up straight away – water starts to freeze at 4°C.



#### Tread carefully

Another thing you should do before starting your journey is check your tyres. Your tyres should have a legal minimum tread of 1.6mm. You can use a tread depth gauge or the edge of a 10p coin to measure and check the tread surface. Avoid travelling with defective tyres as this will increase the likelihood of your car skidding on ice patches. Remember, tyres are the only point of contact your car has with the road, so this is a crucial safety factor.

#### Starting off

Set off gently in second gear, avoiding high revs. Setting off in second gear improves control when you're on the move and will avoid the risk of wheel spin. When you're on the road, it's important you get your speed right – if you're driving too fast for the conditions you risk losing control.



If you drive an automatic car, you should select '2' to travel on slippery and icy road conditions to limit gear changes and make you less reliant on using the brakes. Some modern cars will have a 'winter' mode that automatically locks out first gear to reduce the risk of wheel spin. If you're unsure, refer to your handbook for advice. It is a good idea to find somewhere safe to practice and find out how your car behaves.

#### Stay in control

Stopping distance on ice increases by up to 10 times, so make sure you increase the distance between your car and the vehicle in front of you. Although you might think it is best to use your brakes to stop on ice, your brakes may not always do that for you. When you're approaching junctions or going down a slope the best thing you can do is reduce your speed early enough so you stay in control.

If you're travelling up a hill in icy weather, you should avoid stopping. Try and maintain a constant and steady speed, choosing the most suitable gear in advance to avoid having to change it when coming down the hill.

#### Get a grip

If your car does lose grip you should take your foot off the accelerator and point the front wheels in the direction you want to go. Front-wheel-drive vehicles are generally better in the frost or snow, but if your car is rear-wheel-drive, you should place heavy sandbags or luggage in the boot to add some weight to your car and give you more control.

#### Spot the ice

When frost thaws, ice tends to stay in areas that are shaded by trees and buildings. You should take extra care when travelling through these areas, because even if you think the conditions have improved they may still be icy. Consider micro climates such as bridges over motorways and exposed areas where wind-chill may bring temperatures down to below freezing.

Safe motoring.

## **GAM MEMBER INFORMATION**

### **New Associates** Welcome to:

Charlotte Houghton  
Greg Baker  
Jeff Robinson  
Simon Waller  
Christopher Roff  
James Hawthorn  
Christopher Cummins  
David Westfield  
Lindsey Brown  
Noel Gurr

Susan Travis  
Scott Jackson  
Marek Hutchins  
James Beach  
John Craven  
Emma Schmidt  
Elizabeth Bagley  
Isobel Healey  
Matthew Hodges

We hope you enjoy your observed runs and wish you luck taking your Advanced Driving test. As you can see, we have a large number of new recruits, and hence we have a waiting list to start runs.

### **Recent Test Passes** Congratulations to:

Amy Blackmore  
Susanna Alden  
Ben Bridge  
Lesley Williams  
David Morgan

Well done on passing your advanced driving test; keep up the skills you have demonstrated. Have you thought about the next stage? Masters, become a GAM Observer.

Remember to look out for our local GAM events, and keep an eye on the IAM RoadSmart website pages.

## Officers and Committee Members

**PRESIDENT** – Alan Bone

<b>PRESIDENT</b>	<b>Alan Bone</b>	
<b>CHAIRMAN</b>	<b>Graham Ranshaw</b>	<a href="mailto:chairman@guildford-iam.org.uk">chairman@guildford-iam.org.uk</a> Stephen steps down at the AGM in September, and this will leave a vacancy.
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FRONT DESK	Observed runs	07706 930 315



***Merry Christmas  
and a Happy Safe  
2017***

***Guildford Advanced  
Motorists Officers and  
committee***

## Observed Runs

These will be conducted on the 3rd Sunday of each month (2<sup>nd</sup> Sunday in December) at 9.15am and 10.30am – refresher/taster drives at 11:45 am.

See 2017 dates on page 2.

Location: Guildford Borough Council Woking Road Depot, Guildford GU1 1QE.

Front desk Telephone contact number 07706 930 315.

**Appointments for Observed runs** - contact the Associate Co-ordinator:  
e-mail [associates@guildford-iam.org.uk](mailto:associates@guildford-iam.org.uk); tel 01252 519355.

**Can't make your Observed run appointment?** We try to match the number of available Observers (all volunteers) with the number of booked Associates, but sometimes we realise things can go wrong. If you cannot attend your booked appointment please let us know. Call the Associate Co-ordinator on 01252 519355 any time, or on the morning of your appointment please call the front desk on 07706 930 315.



## IAM RoadSmart - Advanced Driver Course - £149 (see discount offer overleaf)

Entitles the Associate to 6 Observed Runs in their own vehicle during the 12 months following the date of their first appointment, and includes:

- the cost of the IAM Advanced Test
- the first year's membership of the Institute from the date of the first run
- copy of 'Advanced Driving' course manual
- copy of the Highway Code
- Associate membership of the Guildford Group

Full Group Membership (whilst a Member of the Institute of Advanced Motorists)  
£7.50 per annum per individual / £10 for a couple at the same address

## **Need a refresher?**

### **Lost some of those finely tuned skills?**

Book a refresher drive with our GAM Associate Co-ordinator and get back to 'test standard' with our experienced volunteer Observers.

All it takes is an hour or so of your time and a gallon or so of fuel.

Call Paul on 01252 519355 and arrange an appointment for 11:45 on one of our Sunday Runs – it's free for Guildford Group members.

## **New GAM event for all members for 2017**

GAM hosts a Tyre Technology event given by Guildford Tyres

Ripley Village Hall Thursday  
19<sup>th</sup> January 2017 starting at  
8 pm.

**See you there!**

## **GAM Observer forum events for 2017**

Our first Observer forum for 2017 will be held *in Ripley Small Hall, Saturday 11<sup>th</sup> February 2017, 08:30 to 13:00 hrs.*

**Apologies to Phil Headen please**

## **Other GAM events for 2017**

**Keep an eye open for other events planned for 2017**

- **Police driver talks**
- **A view from the Cab – HGV**
- **Vehicle technology**

## [CONTACT US](#)



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**Our Website:** [www.guildford-iam.org.uk](http://www.guildford-iam.org.uk)

(website devised and managed by Tony Ross <tony.ross@theweeappshop.com>)

Do you have a friend or relative who would benefit from our advice and guidance?  
How about a better driving course as a birthday present for a partner or family member?

If so, please put them in contact with us,  
associates@guildford-iam.org.uk - 07814 172531

Please pass on this newsletter once you've finished with it –  
how about taking it to the garage where you have your tyres fitted or car serviced, and ask them to support us?

### **IAM Christmas Gift idea**



Our ***IAM RoadSmart*** Advanced Driver and Rider course gift vouchers are now available with 10% off. They are valid for up to 12 months. The process is very simple: our vouchers are sent to the purchaser so a personal greeting can be added to them. The voucher pack is presented in a beautiful blue ribbon design envelope. To purchase the perfect Christmas gift click on the ***IAM RoadSmart*** website.

<https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/gift-vouchers>

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