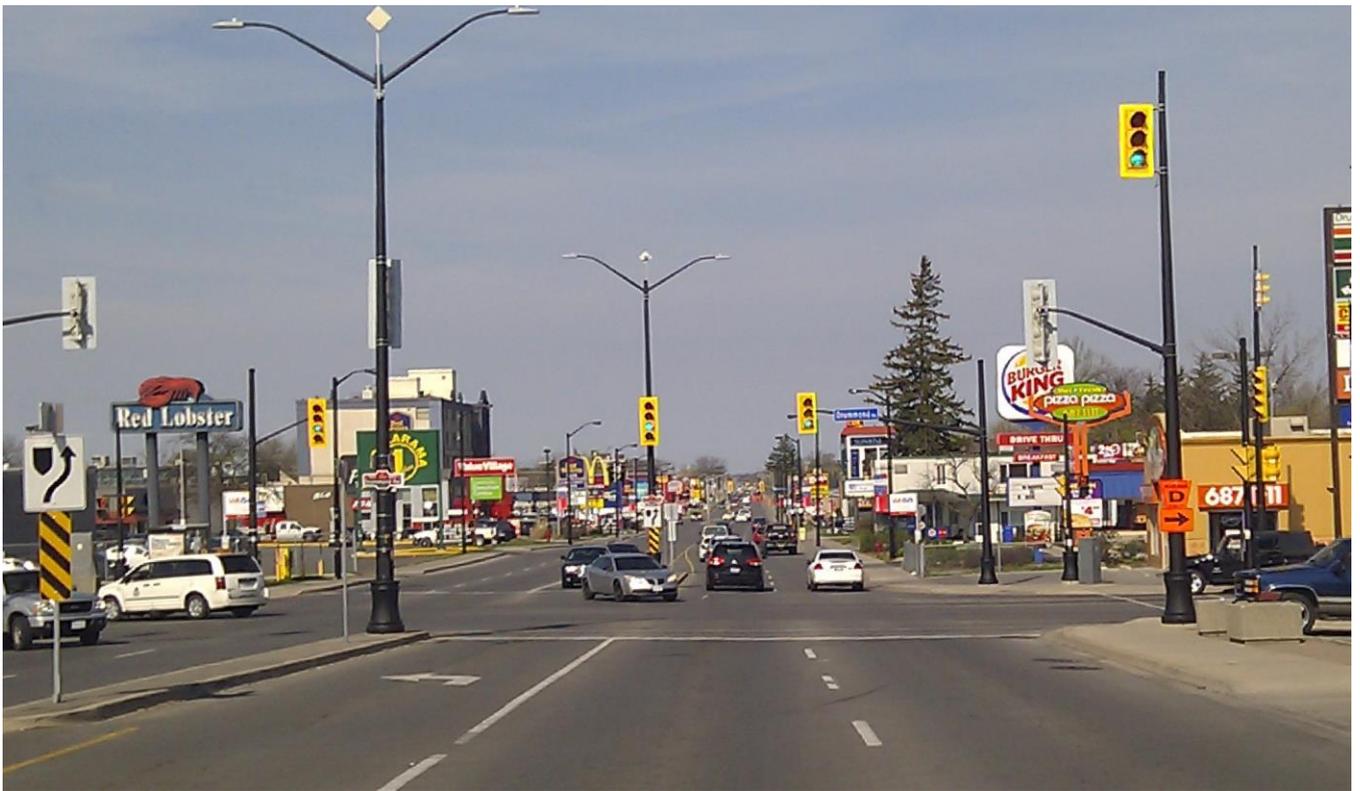




NEWSLETTER

May 2016



GUILDFORD & DISTRICT GROUP OF ADVANCED MOTORISTS

Registered Charity No. 1051069

guildford-iam.org.uk

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.

Editor's Notes

Please note that the views and comments herein are published without prejudice, being those of the writers and not necessarily those of the Group or the IAM. Deadline to submit articles for the August 2016 edition is

Friday, 22 July 2016

KEY DATES

Observed Sunday Runs 2016: 09:15 onwards (Third Sunday in each month)
19 June, 17 July, 21 August, 18 Sept, 16 Oct, 20 Nov, 18 Dec

Committee Meetings 2016 (Wednesdays)

Ripley Small Hall GU23 6AF 8pm - 10pm

July 6th, Sep 7th, Nov 2nd 2016

AGM 2016

Saturday 24th September - Ripley Large Hall GU23 6AF - 09:30am – 12:30pm

Events

See next page for details

Cover photo courtesy of Paul Whitehead

Other photographs courtesy of Group members unless otherwise indicated.



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Events News

As you may have seen, the IAM have re-branded their operations under one new umbrella, IAM RoadSmart. Their new web site is now accessible, and over the coming months you will see the IAM logos and branding change to the new blue RoadSmart format. We will be updating our guildford-iam website to match, and we have already rebranded our Facebook page as well.

Brooklands visit

We have nominated Sunday 17th July to go to Mercedes Benz World in Byfleet after the morning observed runs, leaving Guildford at around 13:00. The objective is to get everyone together in a relaxed social setting after the rigours of the Observed drives, and maybe share some lunch or a picnic.

Graham Ranshaw, our events co-ordinator, will be making final arrangements and he would love to hear from you if you wish to attend, and to discuss any other ideas you may have for this visit or any other similar day out for members.

Public 'open day'

A few years ago we ran a very successful 'public open day' at the Spectrum in Guildford, where we offered members of the public an opportunity for a free Observed drive with one of our qualified Observers.

We saw 60 new faces that day, all of them benefitting from a short talk about advanced driving and a run out in their own car under the watchful gaze of an Observer, with a written report on their driving skills at the end.

Some of you reading this may well remember the event as we converted a significant number of attendees to full Associate membership, and most went on to take their advanced test.

We are therefore hoping to run this event again on a Saturday in September, and Graham is already under way with the planning. Anyone who can help with this event would be most welcome, since we will need administrative and practical assistance beforehand and on the day.

Also, advertising is essential, and since we gain a large proportion of our new associates by 'word of mouth' from existing satisfied members, your assistance in promoting this to friends and family will be greatly appreciated.

More news a bit nearer the time.

Your comments and suggestions are valued.

*Letters should be sent to
editor@guildford-iam.org.uk*

Welcome

Setting an example

In conversation with a local Councillor recently, talk inevitably got around to the speed of traffic on local roads and 'when are *they* going to do something about *it*?'

The usual comments about the lack of Police to do anything about speeding drivers and the pressure to put 20mph restrictions everywhere were discussed. But a couple of attendees made a very valid contribution.

During a recent formal speed check in our village, the Councillor reported that 7 of the people who were stopped for exceeding the 30mph limit by a measurable margin were in fact from the village itself, and 6 of them were 'obviously pensioners'.

Another colleague then sheepishly admitted to having been 'caught' driving at over the 30mph limit in a nearby area, and he opted for the speed awareness course as an alternative to other remedial measures. When he attended the course he was in a room predominantly filled with young mothers who were caught speeding on the school run.

The message for me is quite clear. If you want people to stop speeding in your village, stop speeding yourself! Setting a good example is the responsibility of us all, and if all residents routinely drove at a legal and sensible speed through their own villages they might find that other drivers follow suit.

Just as a reminder the rules for indicating 30mph limits in the Highway Code 'sixteenth edition 2015' say: *(124) The presence of street lights generally means that there is a 30mph speed limit unless otherwise specified.*

Paul Whitehead – Secretary

Succession Planning

We are a group of volunteers who run the Guildford & District Group of Advanced Motorists and we are always looking for new faces to join the committee and help us organise our group activities.

Can you help; would you like to shadow a person in a role currently to see what's involved? Is there another skill you could offer to help the group?

Currently we have two very important roles where we urgently need your assistance.

Group Chairman

Steve McCormick has been at the helm of the group for a few years now and feels that it is time to move aside and let someone else take over.

The role of Group Chairman is as involving and as 'in depth' as the incumbent wishes. There are a few formal activities such as chairing the 6 committee meetings each year, acting as a Trustee of the charity and signatory of the bank account, and helping to run the group on a day-to-day basis, but each Chairman brings their own skill sets to the role and takes the group in a slightly different direction. This is good for the group and the IAM as we continually move with the times and embrace new ideas and new technologies.

The role requires someone with a good working knowledge of the IAM and the Group, but the committee retains a number of members with many years' service between them and all the major activities are well understood and routinely processed. What we need is a leader with a vision of where the group could be in 5 years' time and the skills to make that happen.

Group Treasurer

Gerry Raleigh has held the post of Group Treasurer for many years now and has reluctantly decided to retire from the post at the next AGM in September. So we have a vacancy for someone to look after the group's finances and keep a simple set of accounts. The role is not onerous, but it is important as the Treasurer is an Officer of the Charity.

Gerry will be very happy to give a thorough handover to the next incumbent, and he has all the usual financial records on some easily digested Excel spreadsheets, so there should not be any difficulties in a new Treasurer taking over quite quickly.

Group rules require that the Officers of the Group have at least 6 months' committee experience, so we will speak to potential new recruits very soon with a view to co-opting them on to the committee as an 'understudy' without delay.



Our new corporate logo



The IAM and its commercial subsidiaries rebrands to IAM RoadSmart

IAM RoadSmart website:
the latest news

The latest part of the IAM RoadSmart brand change has now gone live. The new IAM website can be seen at www.iamroadsmart.com.

You will be able to sign in at the members' login page and view your membership profile. Please note that due to improvements in security of the site, passwords will need to be reset. Likewise, your membership number (which is your user name) will need to be made into an eight digit sequence; i.e. M00123456. To login enter your user name and select the "First Time Login" selection below the password box. You will then be prompted to enter a new password and confirm it.

IAM are still in the process of adjusting some content and functionality, namely the group search facility and the product and merchandise shop. The core of the site is, however, fully functional and looking clear, fresh and engaging.

DRIVERLESS CARS

Paul Wallace-Stock takes a view on emerging technology

Ever since I was quite young I have loved driving, in fact I had my first accident at age 18 months when I let the brake off the family car and it rolled into a wall. When I was able to afford a car of my own, a 105E Ford Anglia, I would go off and drive just for the sheer joy of driving, and was often out to well after midnight just driving the country roads. Taking the Advanced Driving test was just another part of my enjoyment of driving.



What then are we to make of the latest initiative of driverless cars? Over the years, manufacturers have introduced more and more aids for the driver aimed at making our driving safer. Most of these are good. Who would want to go back to a clash gearbox, drum brakes and arm indicators? These early improvements were all aimed at making life easier for the driver, and next came heated rear windows, seat belts, parking sensors and electric wing mirrors. Today most of us accept these as essentials in any vehicle. But all of these are fairly passive improvements aimed at making driving more comfortable and hence safer.

Today we are looking at something entirely different in that the human is being taken out of the equation and the machine is taking over. Will drivers accept this change or will they fight it all the way? The first incidence of the machine taking over was the automatic gearbox which was really the only machine generated action for many years until Cruise Control. Then came the SATNAV where the machine started telling us what to do. Did we fight it? Not at all, most drivers embraced these aids. As drivers we still had the impression that we were in control of the driving and that these were just aids. Now we are looking at something totally different where we abrogate total responsibility to the machine.

Self-driving cars are not some futuristic auto technology; in fact there are already cars with self-driving features on the roads today. Self-driving cars are defined as any car with features that allow it to accelerate, brake or steer a car's course with limited or no driver interaction. Self-driving cars are divided into two different types: semi-autonomous and fully autonomous. By the end of 2020 it is expected there will be nearly 10 million cars on British roads with at least one self-driving car feature. A fully autonomous vehicle can drive from point A to point B and

encounter the entire range of on-road scenarios without needing any interaction from the driver. Fully autonomous cars are further divided into user-operated and driverless vehicles. Because of regulatory and insurance questions, user-operated fully autonomous cars will come to market within the next few years, while driverless cars will remain a long way off.

Whilst there are challenges, the technology is not that difficult. If we can have a rover on the surface of Mars moving around and doing experiments, surely we have the technology to get vehicles to take on the mundane task of driving us around. There are, however some challenges which make the road ahead somewhat bumpy.

Mapping. Every street, pavement and driveway that will be used by a self-driving car will need to be mapped. Yes our SATNAV mapping is good but how often do we update our maps? Mine is 10 years old but still does the business, but is the detail that fine?

Weather conditions. How will cameras and lasers cope with challenging weather conditions such as thick fog, heavy rain and snow? Currently it is a problem.

Emergency Vehicles. Even the most advanced prototypes are having a hard time interpreting emergency sirens. Autonomous cars will need to be able to respond appropriately if a police officer waves them down, or an ambulance tries to pass.

Insurance. Quite how insurance will work remains unclear. The question of who pays out in the event of a crash involving a driverless car is still being debated and is seen as a major barrier to letting them loose on the roads. Interestingly, in America the accident rates are twice as high as for regular cars, according to a study by the University of Michigan's Transportation Research Institute. Driverless vehicles have never been at fault, the study found: they're usually hit from behind in slow-speed crashes by inattentive or aggressive humans unaccustomed to machine motorists that always follow the rules and proceed with caution. Driverless cars obey the law all the time, without exception. This may sound like the right way to program a robot to drive a car, but try to join a jam-packed motorway with traffic flying along above the speed limit. It tends not to work out well. Should they teach the cars how to breach the law from time to time to stay out of trouble?

Public perception. Recent surveys indicate that the public is actually too scared to even set foot in one of the cars. Half of Britons responded that they would be unwilling passengers in driverless cars over safety concerns, with 16 per cent professing to feel 'horrified' by the notion of unmanned vehicles driving on British roads. Four in ten would not trust an autonomous car to drive safely, believing it would jeopardise the welfare of drivers, cyclists and pedestrians.

Cost. If the autonomous car is to ever compete in the crowded automobile market, manufacturers will need to make sure the cost isn't prohibitive. Market researchers forecast that the price for the self-driving technology will add between £4,500 and £7,000 to a car's price in 2025, a figure that will drop to around £3,000 in 2030 and about £2,000 in 2035, the year when the report says most self-driving vehicles will be operated completely independent from a human occupant's control.

Safety. The technology relies on fast and secure wireless communications. But just how secure will the system be against hackers. Already in the US there has been an incidence of a hacker making a vehicle do things such as accelerate and brake. Can you imagine what will happen if this occurred at 70 mph on a busy motorway? Basically no computer system is 100% secure and we need to rely on the fact that the cost of hacking into a car's computer system is unlikely to be worthwhile.

Testing. The only place to test this technology with any degree of reality is on our roads. Just this last month, six convoys of 44-ton trucks left factories across the continent from Stockholm to Munich and criss-crossed Europe before arriving in Rotterdam in early April. These vehicles were in convoys and drove themselves using radar and optical sensors and coordinated their routes and speeds using Wi-Fi. They were able to travel closer together thereby saving 10% on their fuel costs. The UK is planning to test HGV convoys on a stretch of the M6 in Cumbria! We have the most relaxed rules on the testing of Driverless vehicles of any country in the world.

So where does this leave us? We are spending millions in developing these technologies and it is anticipated that it will save about 150 lives per year. What if we spent some money on improving the driving skills of today's drivers, would that not have a similar result? Most drivers who attend a speed awareness course sing its praises; how about rolling it out to all drivers on a compulsory basis. How about retesting every 10-15 years?

Already we have airplanes which can take off, fly and land remotely. Ships are on trial which have no one on board and only take on a pilot when docking. So why not road vehicles? The skies and sea are fairly empty of other traffic, not so our roads. I just about see a logic in respect of motorways where it could be possible to have segregated lanes for driverless cars, but on rural or urban roads! How would they react to a ball rolling into the road, or a rabbit? Would they swerve, thereby creating a hazard to other road users, or just slam on the brakes causing any number of accidents as seems to be the case in America.

Whatever the long term future I am unlikely to see much of it let alone have to forego my joy of driving as I will be pushing up the daisies before they all become compulsory.

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Motoring news from the IAM

Mobility scooters – a new freedom or a challenge to other road users?

Staying mobile is incredibly important. Losing the ability to get around has a proven link to social isolation and depression. Mobility scooters offer a new freedom for many people.

They can however pose challenges for other road users. Understanding the challenges on both sides and sharing the road is the key. IAM RoadSmart's head of driving and riding standards, Richard Gladman, shares his advice on driving safely around mobility and electric wheelchair users.

- Be mindful of larger mobility scooters. They can only travel at 8 mph but may be using the road. Give them space and only overtake when it is safe to do so.
- Smaller mobility scooters are restricted to using footpaths and pavements. Dropped kerbs are the only way mobility and electric wheelchair users – not to mention parents with prams – can cross a road easily. It's also an offence to obstruct these crossing points. When parking consider whether you're inadvertently making it trickier for a less mobile person to get around.
- Mobility scooters aren't allowed to use cycle lanes or bus lanes so try not to get impatient if it seems they're blocking the road – they're obeying the law.
- While larger scooters must have full lights, the smaller ones intended for pavement use don't need to. In addition, waterproof covers can affect the vision of the driver. Never assume you've been seen. And always double check before pulling out.
- You might be surprised to learn drivers in mobility scooters can technically use dual carriageways. Always expect the unexpected and be prepared for someone around the corner who may be travelling slower than you.

Richard said: "All road users have subtly different challenges and problems tend to arise when these challenges clash. But the groups aren't mutually exclusive. The driver of a mobility scooter probably used to own a car. The Mum with the buggy might drive a bus for a living.

"Time is always too short but a bit of understanding of these conflicting needs goes a long way in making us more amicable road users. And a bit of empathy can make us feel better too. Who doesn't get a warm glow from a friendly thank-you wave from the driver you allowed to go first? Keep an eye out for your fellow road users and improve your own day as well as theirs."

Keeping older drivers on the road

The majority of older drivers want to continue driving as long as they are safely able, according to a survey commissioned by the Institute of Advanced Motorists (IAM), citing independence and convenience as the main reasons.

The report, called Keeping Older Drivers Safe and Mobile, surveyed more than 2,600 drivers and ex-drivers between the ages of 55 and 101 and was written by Dr Carol Hawley from the University of Warwick Medical School. Although the report found 84% of driver respondents rated their driving ability as good to excellent and 86% rated their confidence as a driver as good to excellent, there were some factors which would persuade them to give up their car keys.

The survey stated: "Most current drivers would consider giving up driving if they had a health condition or a health professional advised them to stop driving. General practitioners, doctors and opticians/optometrists are the most influential people to give advice on giving up driving."

Given the reasons why older people value driving, it is no surprise that older people are reluctant to give up their vehicles. Some 82% said that driving was 'very or extremely important' to them, and women were significantly more likely to rate driving as 'extremely important' than men.

The top five reasons why older drivers wanted to keep driving were:

	Reason	Percentage of survey
1	Independence	18.0
2	Convenience	17.7
3	Mobility/getting around	8.7
4	Freedom	8.6
5	Lack of public transport	6.3

Despite their determination to keep driving, the majority were in favour of measures to increase their safety on the roads including retesting and checking of various aspects of drivers' health and competence to remain behind the wheel.

Almost 60% said drivers should retake the driving test every five years after age 70, 85% said drivers should pass an eyesight test every five years once they have reached 70, and more than half said that drivers aged around 70 should be required to have a medical examination.

Sarah Sillars, chief executive officer of the IAM, said: "A driving licence is a passport to freedom for all ages but particularly so for older drivers. As grandparents it's about helping their family access jobs, education and childcare as well as keeping themselves independent and mobile. The psychological impact of a giving up a driving licence shouldn't be underestimated.

"Reaction times and physical mobility are affected by age and all drivers need to make an informed decision about when to give up. We need to make it as easy as possible for mature drivers to make that choice armed with the full facts and all the support they need. While some might need to accept the decision they cannot keep driving safely on the road, we believe some are pushed into giving up before they really need to. A professional opinion counts for a lot, and there are many organisations that offer advisory voluntary assessments that will give an older driver the confidence they need to enjoy many more years of happy motoring – including ourselves."

Keeping younger passengers safe in the car.

How much do you know about fitted car restraints and ensuring your child has a safe and comfortable car journey? If your child is 12 years old or younger they must be in an appropriate car seat. The IAM's Communications Manager, Caroline Holmes, has some advice on ensuring you choose the right one for your child.

1. Firstly, the seat must suit your child but also be compatible with your car. ISOFIX is the international standard for attachment and most modern vehicles have compatible mounts. If you already have a car seat and it moves around, it's probably not secured correctly. Contact the manufacturer for advice, and if you have any doubts replace it.
2. There are legal conditions around the type of child seats you can use based on the age and height of your child. If you're unsure, seek professional advice from a child seat provider. You can also find out more via <http://www.goodeggcarsafety.com/>.
3. Check the condition and attachment of the seat on a regular basis as they do suffer from wear and tear. Take a look at the manufacturer's tag to check the expiration date.
4. Always install the restraint on the back seat of your car where possible. If the front is the only option, take the car to a garage to ensure the front passenger airbag controls are disabled. Some cars have a key operated switch for this to be done.
5. Small children are more at risk of spinal cord injuries in a front facing seat, so make sure you place them in a rear facing one until they are older.

Caroline said: "Toddlers in particular are very prone to wriggling their arms out of the harness. Double-check the harness is the correct height and pulled comfortably around your child. If your child is uncomfortable, check the harness isn't too tight by putting two flat fingers between your child's collar-bone and the harness.

Unfortunately some tough love might be needed here. Lots of children aren't keen on being strapped in, but it really is essential to ensure a safe and secure journey for the whole family."

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Need a refresher?

Lost some of those finely tuned skills?

Book a refresher drive with our 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.

Don't delay, call today

Hiring a vehicle abroad this summer?

Planning a road trip for your next holiday abroad? Then be sure to read our latest tips from IAM RoadSmart's head of driving and riding standards, Richard Gladman, who will guide you through hiring a vehicle abroad.

- Take some time out to familiarise yourself with the rules and laws of the country you'll be travelling to. The European Commission's website has everything you need to know about differing regulations across continental Europe: <http://bit.ly/1fUlidw>.
- Don't forget to register your driving licence details beforehand: <http://bit.ly/1Mes73Q>. Register up to 72 hours before you travel.
- Upon collection, give the car a thorough inspection. If you spot any signs of wear and tear, damage to the bodywork, windscreen or wheels inform the rental company. If you're still not 100% happy, don't be afraid to ask for another vehicle.
- Keep some handy telephone numbers with you – particularly of a breakdown recovery service in case of an emergency. And should you inadvertently find yourself on the wrong side of the law, the Foreign Office has some useful information about what you should do: <http://bit.ly/1giXBwX>.
- Pack your sat nav and programme in your destination beforehand. But don't forget to switch off any speed camera information as it is illegal to use in many countries.

Richard said: "It's an easy one to overlook, when you're trying to fit your suitcases in the car and the kids need the loo. Again, always check the boot before you drive off. Some countries require a warning triangle by law. Others a high-vis jacket. Do your homework so you know what you need. And make sure you're given it.

"Also, if you have a smartphone take some pictures of all four sides of your hire car beforehand – this can be useful evidence if any damage claims arise. Have a read of the small print in the hire agreement so you know exactly what is covered, who can drive and what the excess will be. Most importantly, enjoy the drive – happy travelling!"

Date for your diary

Group Annual General Meeting – Saturday 24 September 2016

Ripley Village Hall – 09:30 to 12:30

Guest speakers – refreshments

Your opportunity to find out more about the group and our plans for the future

Driving the Canadian dream



Having just spent 10 days in Ontario driving round the Niagara peninsula in a Dodge Ram (yes, the proper one with the 5.7 litre V8 Hemi engine), some of the features of life on the road in Canada may be of interest to those of you who have yet to 'cross the pond'. The obvious differences of left hand drive, kilometres instead of miles, very wide roads, even wider vehicles and cheap fuel (equivalent to about half UK prices) are probably well known, but everyday driving for Canadians has some other challenges for us as visitors.

Speed limits are lower than in Europe generally, a maximum of 100kph for all vehicles on the highway, 80 on open roads, and down as low as 40kph in specific circumstances in towns. Limits are generally adhered to quite well as fines for speeding are widely advertised and increasingly steep, but cruise control on the long straight roads is a welcome extra in a modern vehicle.

Drivers are generally quite polite, waiting for pedestrians to fully cross the road and holding back to leave space whilst manoeuvres are carried out, and I was not overtaken or 'hooted at' once, but traffic levels, particularly in the Toronto area, are very heavy, especially at rush hour which seems to last forever. One useful innovation is the 'high occupancy' lane on the highway towards Hamilton, and our minibus driver made extensive use of it as nearly every other car on the road had a single occupant – we made good progress through the horrendous tea-time traffic. These lanes are well signed with a white diamond, double white lines to separate them from other lanes, and a warning sign, and are lane 3, or even lane 4 or 5, of the highway.

Roundabouts are virtually non-existent, although the Ontario Driver's guide does show new drivers how to negotiate them in a manner very similar to our procedures. Much more common are the STOP junctions, generally handled in the same way as here, but 4-way STOP cross roads are widely used in urban areas. The rules are very simple – he who stops first goes first, so on a busy junction a procession of cars stop and go in a well organised routine – the inevitable simultaneous arrival is also easily resolved – right of way is from the right, so the driver to your right goes first.



The other useful technique is being allowed to turn right at red traffic lights. One must stop, give way to other cars and especially pedestrians, but then may turn on the red light if the way is clear. This keeps the traffic flowing on the wide 'dual carriageway' style roads as long as the drivers waiting to go straight on are in the left lane.

And therein lies a trap for the unwary visitor. Because the 'two lanes each way' roads allow other drivers to join and leave the main road with ease and those going straight on are invariably in the left lane to allow others to turn right into driveways or at the next lights, the normal procession of traffic is in the left lanes. This encourages widespread 'undertaking', and unscrupulous drivers who want to make progress will take a chance at the lights by occupying the right hand lane to go straight on and soon undertake you after the junction.

Visitors need to be very wary of this at all times. The whole process is made worse, in my opinion, when a 'two lanes each way' road becomes a single lane each way; the lane that is dropped is almost always the inside lane, forcing slower drivers to move out into faster traffic and further encouraging the left lane hog who does not care to ever change lanes and stays out.

The lane drop from the inside is even evident on highways, so trucks often stay in lane 2 for miles with a clear inside lane for the undertakers; at 100kph almost all the vehicles are going at the same speed. All appear to be on cruise control, and some drivers seem to be asleep! 100kph on cruise in an 8 speed auto is not taxing, but they still manage to have plenty of accidents.



An encouraging sign was that I did not see a single driver using a mobile phone at the wheel. It may be that they all have 'hands-free' kits or the penalties are so severe it is not worth it, but the difference compared to European motorists was very noticeable. And the rules regarding school buses are very strict and clear. As soon as a school bus stops and sets its lights flashing, ALL traffic from all directions stops 20m away and waits until the bus moves off. As a result the young occupants step straight into the road in the full and hopeful knowledge that all the cars have stopped; look out for the big yellow buses as children are always nearby and always have priority.

One last thing that is important – it seems that Canadians (and probably others in N America) get rental car insurance automatically when they insure their own car; alternatively, when they rent they use the 'free' insurance on their credit card agreement. This means that as a visitor when you rent in Canada you can find you have virtually no insurance automatically included in the price. My advice is to check the small print very carefully, since a relatively cheap car rental can double in price if you take all the products on offer.

We spent a while searching the internet for suitable products and used Bettersafe for their car hire excess reimbursement policy - £45 for 10 days. This guarded against us being charged for any dents and other risks as the rental company deductible was \$500. Personal accident insurance is separate and should be part of your holiday insurance package.



Cars are a way of life in North America. No-one would walk anywhere if they did not have to, partly due to the Canadian weather which can be viciously cold or suffocatingly hot, and partly due to the huge distances involved. Fuel is cheap, roads generally well signed and in fairly good condition (but no cats eyes), and there are a large number of older drivers on the road, so be aware of those who pull out in front of you (a VERY frequent occurrence), park badly or take wrong turns; we met one elderly couple coming the wrong way down a ramp onto a highway just after they had realised their mistake and were trying to turn around!

Nevertheless, I say take the plunge when visiting Canada and use all your advanced driving skills to make the trip enjoyable. There is nothing better than cruising along the straight wide roads with a rumbling V8 under the hood and the sun shining – worth every penny.

Paul Whitehead

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Skid Pan - April 2016



On Friday April 22nd ten members of the Guildford Group made the journey to the Essex Skid Pan situated near Kelvedon in Essex. The party comprised of our Group President, Associates, Members, Trainee Observers and Observers, some of whom had previous experience of skid pans and some who had none.

The session started with a briefing by the Instructors outlining the safety requirements and what we could expect during the morning.

There were a variety of vehicles available, and the initial session used two 3 series BMW's with groups of three & two in both vehicles plus an Instructor. This commenced with a demonstration by the Instructor followed by the candidates taking over, following guidance on how to control a skidding vehicle. This produced some "interesting" results with various levels of success. Everyone had the opportunity of demonstrating their skills and we soon discovered how unstable a vehicle can be on a slippery surface. Each candidate was encouraged to use the accelerator to de-stabilise the vehicle and all of us were able to do so, however, regaining control gave many interesting and varied results.

The next session covered the benefits of vehicles with ABS and those without. We were encouraged to drive fairly quickly at a cone (think child running into the road) and to brake hard whilst turning the steering wheel away from the cone. The effects of ABS immediately became apparent as most were able to avoid colliding with the cone. This was followed by using another vehicle without ABS; what a difference! Most were unable to avoid the cone. A very good lesson learned here.

Our final session was to learn how to drift a vehicle round the skid pan, the challenge being to keep the back of the car in drift mode all the way round. One may be able to do this on "Grand Turismo", but doing it for real is another matter. To keep the vehicle drifting by balancing the accelerator is quite a skill and the results were very interesting. The general feeling was that more practice was required.

The Skid Pan event was enjoyed by everyone, and we all came away having had a good experience. We all learned something in the four hours and felt it had been extremely worthwhile. Each of us received a certificate confirming our having completed the course. Naturally one hopes that our knowledge of Advanced Driving techniques means we will never find ourselves in a situation where the skills are needed.



On behalf of the Group, thank you to our President Alan Bone for arranging the course which we hope to be able to repeat in the near future.

Phil Headen
Chief Observer

NEXT EVENT

We plan to return to Kelvedon in the autumn for a couple of sessions. Each event will accommodate 10 people, costing £50 each for Group members and £55 for guests, who will all be very welcome. Gordon Farquharson has taken over the role of organising these events and will work with Alan Bone to arrange suitable courses.

We are currently planning to get a date in September on a Saturday, and we will be announcing this soon; we have a number of people interested already, so please register your interest with Gordon as soon as possible (skid-pan@guildford-iam.org.uk) and he will keep us informed of the date and other arrangements.

With the costs of repairing even minor damage to your vehicle now running to hundreds of pounds, and insurance excesses at similarly high levels, £50 could be a very good investment.

MEMBER INFORMATION

Annual Membership of the Group is from 1st April each year.

NEW ASSOCIATES

Welcome to:

Adele Chantry, Ben Barnes, James Cooper, Ty Tyson, Julian Saunders, Howard Dixon, Neil Fuller
Kamil Erkadoo, Sameen Nickbakaht, Helen Edwards, Oliver Lawson, Theo Futter.

We hope you enjoy your observed runs and wish you luck taking your Advanced Driving test.

RECENT TEST PASSES

Congratulations to:

Graham Beckett, Joseph Orr, Julie Maddison-Cook, Michael Webb, Thomas Scott-Malden.

Well done on passing your advanced driving test; keep up the skills you have demonstrated.

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 07791 914031 or 07817 490446.

There are a few blank spaces in this edition of the newsletter waiting for your letters and stories

Please send to editor@guildford-iam.org.uk

GUILDFORD AND DISTRICT GROUP OF ADVANCED MOTORISTS

INCOME AND EXPENDITURE ACCOUNT

FOR THE YEAR ENDED 31st MARCH 2016

	2014-2015	2015-2016
<u>Income</u>		
Membership Subscriptions	£1,143.00	£1,146.50
Associate Fees	£1,097.63	£1,267.00
Gifts	£12.00	£12.00
Sundries	£856.06	£343.59
	<u>£3,108.69</u>	<u>£2,769.09</u>
 <u>Expenditure</u>		
Post & Telephone	-£286.54	-£77.60
Printing & Stationary	£0.00	-£95.66
Newsletter	-£1,285.28	-£1,703.71
Room Hire	-£216.00	-£213.50
Insurance	£0.00	-£110.00
Book purchase	-£51.40	-£105.90
Sundries (1)	-£1,260.53	-£559.07
	<u>-£3,099.75</u>	<u>-£2,865.44</u>
Excess of Income over Expenditure	£8.94	-£96.35

1. Sundry Expenditure		
Skid Pan	-£705.00	-£99.00
Observer Expenses	£0.00	-£41.04
IAM Videos/Badges	-£274.00	£0.00
IAM Masters	£0.00	-£249.00
Committee Expenses	-£281.53	-£170.03
	<u>-£1,260.53</u>	<u>-£559.07</u>

GUILDFORD AND DISTRICT GROUP OF ADVANCED MOTORISTS

BALANCE SHEET AT 31st MARCH 2016

	2014-2015	2015-2016
ACCUMULATED RESERVES		
Accumulated Reserves - Brought Fwd	£8,198.64	£8,207.58
Add Excess Income	£8.94	-£96.35
Accumulated Reserves Carried Fwd	£8,207.58	£8,111.23

REPRESENTED by

National Savings Account	£6,665.12	£6,665.12
Current Account	£1,636.96	£1,382.61
Cash in Hand	£0.00	£0.00
Float	£60.00	£0.00
Pre-Payment for Hall Hire	£0.00	£0.00
	£8,362.08	£8,047.73
Less Adv Receipt of Member Fees	-£244.50	-£50.00
Less Adv Receipt of Gifts	-£9.00	-£9.00
Plus Adv Hall Hire Payment	£99.00	£122.50
	<u>£8,207.58</u>	<u>£8,111.23</u>

CHAIRMAN _____ S McCormick
TREASURER _____ G Raleigh

REPORT OF THE AUDITOR
TO THE GUILDFORD AND DISTRICT GROUP OF ADVANCED MOTORISTS

I have examined the Income and Expenditure Account which shows an excess of expenditure over income of £96.35 for the year ended 31 March 2016 and the Balance Sheet at that date. I confirm that they are in accordance with the books and records of The Guildford and District Group of Advanced Motorists.

DATED _____

AUDITOR _____

The audited accounts will be presented at the AGM on 24th September 2016.

Officers and Committee Members

PRESIDENT – Alan Bone

CHAIRMAN	Steven McCormick	chairman@guildford-iam.org.uk 14 Jackson Close, Epsom, KT18 7RA 01372 739727
VICE CHAIRMAN	VACANCY	
SECRETARY	Paul Whitehead	sec@guildford-iam.org.uk 01276 472354 – 07860 600477
TREASURER TEST CO-ORDINATOR	Gerry Raleigh	test@guildford-iam.org.uk Brackendale, Brimshot Lane, Chobham, GU24 8RN - 01276 857853
CHIEF OBSERVER	Phil Headen	chiefobserver@guildford-iam.org.uk
ASSOCIATE CO-ORDINATOR	Paul Wallace-Stock	associates@guildford-iam.org.uk 43 Manor Road, Farnborough, GU14 7HU 01252 519355
MEMBERSHIP SECRETARY	David Pearce	memsec@guildford-iam.org.uk 17 Burpham Lane, Burpham, Guildford, GU4 7LN - 01483 505389
NEWSLETTER EDITOR	VACANCY	editor@guildford-iam.org.uk
EVENTS CO-ORDINATOR	Graham Ranshaw	events@guildford-iam.org.uk
TRAINING OFFICER	John Holcroft	training@guildford-iam.org.uk
COMMITTEE MEMBER	John Panting	48 Linden Way, Send Marsh, Ripley, Woking, GU23 6LW – 07713 485547
COMMITTEE MEMBER	David Mesquita-Morris	
WEB SITE EDITOR	VACANCY	
SKID PAN Co-ordinator	Gordon Farquharson	skid-pan@guildford-iam.org.uk

Observed Runs

These will be conducted on the 3rd Sunday of each month at
9.15am and 10.30am – refresher/taster drives at 11:45 am
Guildford Borough Council Woking Road Depot, Guildford GU1 1QE

Telephone 07791 914031 or 07817 490446 on third Sunday only from 9am to 1pm

Appointments for Observed runs - contact the Associate Co-ordinator:
associates@guildford-iam.org.uk 01252 519355



Advanced Driver Course - £149

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' manual
 - ✓ copy of the Highway Code
- ✓ Associate membership of the Guildford Group

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

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're done with it –
how about taking it to the garage where you have your tyres fitted
and asking them to support us?