

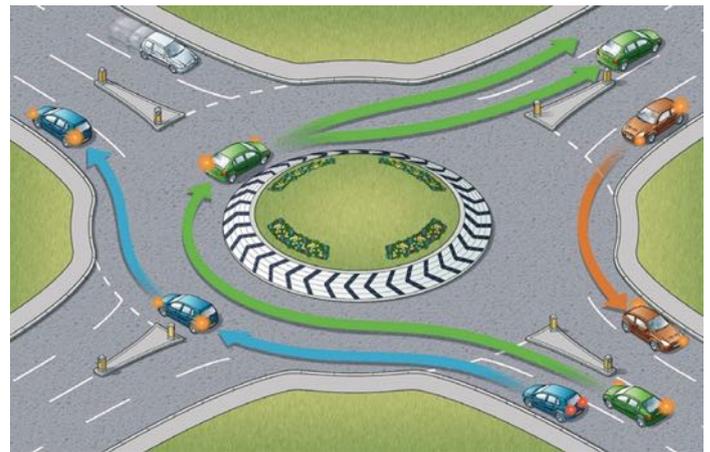
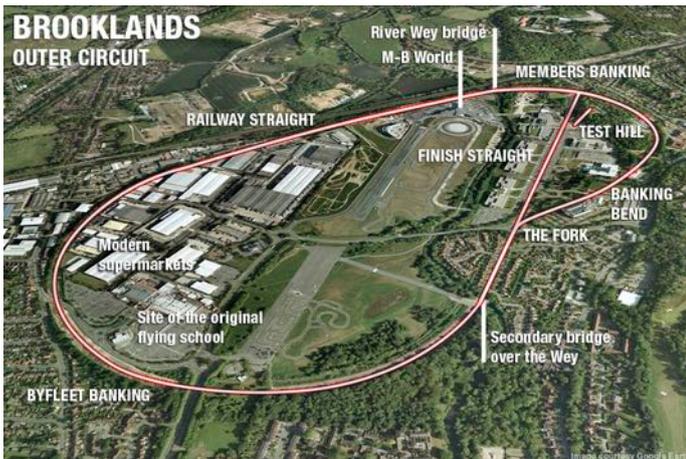
GAM

Guildford Advanced Motorists



Newsletter

November 2017



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- "Off-siding" and other IAM RoadSmart guidance.
- John Holcroft reviews an IAM RoadSmart "Skills day" at Thruxton
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- GAM AGM highlights and finances.
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Chairman's message

Graham Ranshaw – November 2017.

My wife and I were lucky enough to have a holiday in South Africa recently and we drove around the Western Cape from Cape Town to Port Elizabeth via Franshoek, Hermanus and Knysna. Our preconceived concerns about security, road quality and driving standards were unfounded however.

It is generally recommended not to drive after dark, which is a good idea given how remote some of the areas are. The networks are very well signed and almost perfectly surfaced – e.g. unlike Surrey...! The standard of driving was very good and remarkably relaxed – we encountered no frustrating lane blocking, speeding, tailgating or any of the vices that the UK specialises in! The two mountain passes that we navigated were exceptional – the best one was from Franshoek (Wine region) to Hermanus (Whale watching) - up to around 3000 ft and reminiscent of a good Alpine pass. Lovely wide, quiet, open roads with excellent sight lines, very few Lycra clad cyclists, a fair few BMW GS1200s and everyone respectful of using the same space. Our car was a Toyota Fortuner a large 4x4 seven seater – more than enough room for 4 people and 2 weeks of luggage. Thank goodness we didn't go off road too seriously as we happened to check the front hubs – no drive shafts, even though there was a 4x4 badge on the rear!

Whilst selfishly enjoying ourselves in SA, there was the October Sunday run and an Observers night in Merrow. Both events ran smoothly and efficiently thanks to our amazing management team. I am hugely impressed at how much we have matured this year and hopefully the changes we have put in place make taking the Advanced Driving Test a really good experience for our Associates, and just the start of enjoying a great local association.

We are working ever-closer with IAM RoadSmart Centre and have been congratulated on how we are performing this year. We have been assisting South London Advanced Motorists (SLAM) as they had a crisis with available observers. To that end, we have absorbed KT postcodes up to and including areas of Cobham, Kingston, Epsom, Ewell. This has put pressure onto GAM to take on more associates and so far, we have coped well with the influx. We have a number of new Observers in training – they are the lifeblood of the group – we must be able to meet this and other shifts in demography.

This year there have been many changes to UK driving law and we all need to keep abreast of what affects us. Buying a new Highway Code and actually reading it (!) periodically should help. Most Associates have had a glance through, but if we ask a more detailed question, it is generally not known. Help yourself and others in keeping up to speed.

With only 19 years until fossil fuelled engines are banned from new manufacture in the UK, is it time to test drive a hybrid/electric vehicle? To form an opinion of how they drive I think you have to take one out as we did earlier this year. The BMW i3 is a full EV and the Lexus DX is a hybrid – driving vehicles with regenerative hubs is an interesting experience – I urge you to try them. Perhaps you could even ask Santa for an extra special present this year?!

Happy Christmas to all GAM Members & Associates, their families and friends.

Safe driving all,

Graham Chairman

Editorial matters

Welcome to the latest edition of our GAM Newsletter.

In this edition we have tried to combine important GAM reports and association information, articles of interest and news generated by IAM RoadSmart.

This edition will be issued as a pdf e-Newsletter. When you receive the e-version, please try printing it if you want to. In your pdf print dialogue box, you should see options to print it as an A5 booklet, or A4 double single/sided.

Remember that we want to hear from you..... Letters, comments and articles should be sent to marketing@guildford-iam.org.uk .

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 - 07706 930 315.

We have also recently added a technology check-list to the material sent to associates. They should keep this with their course hand-book. In it they can record the technology in their car, and which systems are routinely in use. Observers should discuss this to ensure Associates are aware of, and are in control of the tools and toys they have available.

Gordon Farquharson (Editor).

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.

Highlights from GAM's 42nd AGM 23rd September 2017

Chairman's report

The Chairman welcomed everyone and thanked them for coming.

Our 42nd year has been another very busy year for GAM (Guildford Advanced Motorists).

We have in Guildford a highly qualified and motivated group, recognised by the central IAM RoadSmart charity as being good performers! Our new Observer meetings are very successful and help to ensure consistency of standards.

I want to personally thank everyone who helps with and runs the group - the Committee, Observers, Partners, relatives and friends. The lifeblood of any group is the people that run and operate it. Without people willing to give up their time and effort, this would not work. Thanks again, and a special mention for Michael Tilney (our new Treasurer) who has just been presented with a baby boy – best wishes to Michael and his new family.

We sadly lost one of our observers this year. Colin Hanner had not been with us long, but we heard from his family that he really enjoyed his time as an observer. We enjoyed working with him, he was a lovely man, intelligent and very engaging. He will be missed. We have also heard recently of the retirement from Observing of David McCarthy due to ill health. David had only recently passed his Masters test and had been a regular member of the Observer team for many years. We send him and his family our best wishes.

Member Activities – led by Gordon Farquharson and others. We have organised lots of activities this year, including:

- Spectrum Promotional Event – Over 250 leaflets offering free test drives given out. Phil does check drive in a Caterham Se7en...!
- Lexus Guildford – Hybrid drive – We experience hybrid drive for the first time and Head-up Displays (HUDs).
- BMW I3 Drive – We experience Electric-only, regenerative hub technology for the first time!
- Guildford Tyres event – quality/price of tyres, performance of tyres, depth indicators etc Washing up liquid on the floor!
- Cranleigh Freight Services at Dunsfold Park - driving 40-ton beasts! A real experience - I have far more respect for these drivers now. (Slalom, roundabout and three point turn).
- SpeedSkills Ltd based in Bovingdon, David Clifton & Myself – tested an anti-hijack course. Reversing through cones on mirrors alone – quickly! "J" Turns, violent steering at speed - Useful if you are being shot at whilst protecting your VIP in the back seat whilst driving down Cranleigh High Street.

The Committee

David Pearce has served 10 years in post as Membership Secretary and has asked to leave the role; he has done sterling work for the group and should be highly commended for the way he has managed the role and represented GAM and IAM RoadSmart in a most professional way. He remains in the group, and hopefully close to the committee as we cannot afford to lose his experience from the core operation. He is to be succeeded by Neil Fuller – a recent IAM RoadSmart Advanced Driving Test success who has just joined the committee. We hope to welcome Neil to the GAM family when we vote in a moment for the new committee positions.

Paul Wallace-Stock has asked to reduce his role as Associate Co-ordinator due to personal commitments over the next couple of months, so we will transition some of his current tasks to others on the committee. Paul has over 25 years of experience in all roles with Guildford Advanced Motorists; there is nothing we can say that adequately expresses our thanks for his efforts. I hope he will stay close to the committee and keep giving us the benefit of his excellent experience.

The GAM Operation

Change is inevitable of course, and last year saw targets for associate pass set at 170 days by IAM Central. The way we operate with monthly runs – and an average 6-8 runs to get a pass - we are running out of time already!

The committee agreed to raise the quantity of Non-Sunday Runs (Still our best description!) and this has been on the increase during this year. Thank you to all Observers who are doing NSRs – there are about 8 observers engaged. The net effect of this increase in capacity and reduced our Associate back-log!

When we looked at other IAM Groups across the UK, we found that most only do NSRs as their main model. For them, an observer is assigned an associate to look after from registration to ADT Pass. We have taken a slightly different view – assign primary responsibility to one observer with another observer supporting to cover holidays/breaks and to also form an alternative view as to how the associate is maturing. This appears to be working well currently after some teething problems initially and the committee will continue to monitor how this is running.

The net effect of NSRs should be that we bring down our average time to ADT Pass. The benefit to the ADT Customer is that the time spent training for the test is reduced to a more acceptable level.

So, let's try this and see how it goes. I quite like the idea of a 'mixed economy' of Sunday Runs and NSRs as we currently have.

The GAM Brand

Finally, we have invested heavily in new branding this year (Look Around!), to give us a more professional look. Wear your gear with pride – you have earned the right to wear it through hard work and the desire to help make people and the roads of the District and UK safer.

SECRETARY'S AGM REPORT

Graham (Ranshaw) has covered many of the Group's activities in his report so I will restrict my comments to a few remaining details.

Group committee and Officers

We are sorry to receive David Pearce's resignation after being our Membership Secretary for the last few years and doing a grand job keeping track of everyone. It is not an easy task as there always seems to be a significant disparity between the records at HQ and the lists we keep and know to be accurate, but David managed to keep score very well and also helped considerably with some of the database and web site issues. We wish him well in retirement and hope that his successor can keep just as close an eye on the membership lists – no easy task. We hope David will keep in touch.

We are also losing the services of Paul Wallace-Stock as our Associate co-ordinator. Paul and I joined the committee roughly at the same time around 1992 or 93, and since then Paul has been Treasurer, Chairman and Associate co-ordinator, as well as a Senior Observer for much of that time. Few know as much as he does about running an IAM group.

Paul also spent significant periods directly communicating with IAM HQ over a number of issues, was regularly to be heard on local radio as a 'safe motoring' expert, and forged a long term relationship with Phyllis Tuckwell Hospice (PTH) as co-ordinator of their volunteer driver programme. He also gave lectures about advanced driving at local events, and organised many other IAM and group activities. It will take more than one willing pair of hands to replace him. We are sorry to see Paul withdrawing from day-to-day group activity and we hope that we can call on his expertise from time to time. We send him and his wife Christine our best wishes.

The committee are exploring new ways of communicating (with each other and the membership), using on-line tools that help to store and distribute documents and provide links to other functions. Early indications are that we can save some time and effort by getting up-to-date with some new technologies, thanks mainly to David Mesquita-Morris, our resident expert.

Associates and tests.

We continue to welcome new Associates joining us at a rate of one per week, similar to other groups around us. We also managed to record 26 test 'passes' plus a significant number of F1rst passes (6 in all), although there were 4 Associates who failed to make the grade on the day. Our pass rate is down to 84% at present, close to the National average of 85%.

A recent challenge put to us by HQ was to take on a number of Associates from neighbouring group South London Advanced Motorists (SLAM). We are pleased to be able to help out and we welcome Associates from the borders of our area; we will do our best to make sure they all pass their test.

In order to achieve these results we carried out 278 Observed runs on the 12 Sunday events, plus an increasing number of runs outside Sundays (for which we are grateful to a number of dedicated Observers), and a large number of driver assessments for PTH and for existing members who just needed a refresher. The increase in non-Sunday runs has seen a decline in the time it takes Associates to be ready for test and may have reduced our 'drop-out' rate, so we will continue to offer this as an option if Associates really cannot manage Sundays.

Many thanks go to all the Observers and Group staff for another 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 52 new Associates over 12 months but only sent 36 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.

Our Associate co-ordinator, Paul Wallace-Stock managed to achieve some really impressive statistics during the year and we have a vastly improved performance compared to prior years and other local groups. Paul was processing new Associates into our system in record time (1 or 2 days when most groups take 4 weeks), and getting those who were 'test ready' engaged at the first opportunity, so we have a 'start to test' average of 260 days. The average in our region is twice that figure, a commendable result led by Paul and supported by all the hard work of Jacqui and the Observers.

One new initiative from HQ is 'group sign-off' for IAM tests. We applied to take part in the trial but it was restricted to a couple of groups only. An associate who has had at least 6 documented Observed Runs with a group with the last two showing all grade 1 or 2 can be signed off as a test pass by a Group National Observer (or Local Observer Assessor). This will not deliver a 'F1rst' pass but may be suitable for Associates who do not want to take a test but do want recognition of their efforts. We expect this process to be working next year.

Observers and Training.

Observer Training and IMI Qualification remained a priority for us for another year. Phil Headen is making great progress as Chief Observer and we are currently in a very strong position

with 25 Observers registered of which 12 are National Observers (including 2 qualified to assess Local Observers) and a healthy contingent of Local Observers (9) and Trainees (4) in support.

Observer Training is the responsibility of John Holcroft, supporting Phil and making sure we have all our Observers trained to the highest standards. Some of the earliest National Observer successes are now approaching their 5 year renewal, so we will need to programme this activity into the daily routine. All Observers are volunteers, and we remain indebted to all of them for the work they do on behalf of the group and road safety.

Jacqui Mesquita-Morris seems to have mastered 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.

One of Phil's successful initiatives was to start holding more regular Observer meetings and there have been several this year, usually in a pub. These have all been great events, with a talk from the IAM Regional Manager Stuart Haythorn at two of those meetings and some very interesting talks on a variety of technical subjects, often provided by John Holcroft. Observers need to get together in a social atmosphere and share their experiences away from the pressures of the Sunday runs, so these events will continue.

IAM Region and HQ liaison.

The IAM has completed their move to new premises in Welwyn, and the move went reasonably well from our point of view. We hardly noticed the change and all activity seemed to carry on pretty much as normal.

We were pleased to see a new Regional Manager start this year; Stuart Haythorn lives locally and is in charge of 40 or so groups in the South of England, plus carrying out Observer and Masters tests and a host of other activities. We have a great working relationship with him and we are pleased he has been able to join us on a number of occasions.

We are still completing the changeover to the new branding. All the Observers and staff have new IAM Roadsmart clothing but some of the publicity items seem to be delayed. We will be replacing old signage and paperwork as soon as possible.

There was no IAM National Conference this year, the focus being on a day out at Silverstone which was apparently quickly sold out. There were however two Regional Forum meetings during the year. These are useful for meeting IAM staff, other group officials and committee members, hearing what plans HQ have for our future, and allowing the opportunity to discuss proposals in open forum.

One of the recent initiatives that HQ have implemented is the creation of 'Fellowship' of the IAM. We have three members who have already passed this test, David Mesquita-Morris, Craig Featherston and Paul Wozzley (IAM Membership Manager based in Ripley). We congratulate them on their achievement and wish them well in maintaining standards.

Events

Our Events Co-ordinator, Gordon Farquharson has started to organise events that he hopes will be attractive to all members, and we held an interesting evening in the company of Guildford Tyres and our biker colleagues earlier in the year, plus an evening driving HGVs at Dunsfold, courtesy of Cranleigh Freight Services. Interactive events like these are always good fun and informative. Other events are being planned, but as usual it is for the members to decide what they would like to do, so please let Gordon know if you have any ideas or contacts.

There are no skid pans realistically (and affordably) available in the South of England, so this remains a difficult area for all Groups such as ours. We continue to look for suitable alternatives.

Newsletter, web site and social media

Gordon Farquharson retains the role of Newsletter Editor as well as managing the creation and implementation of a new web site in conjunction with David Mesquita-Morris.

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 others who are regular social media users.

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.

Paul Whitehead - Secretary

IAM Annual Report and Accounts

IAM are pleased to announce that the IAM RoadSmart Annual Report & Accounts for 2016-17 is now available for members to view.

This year we are sending members a copy of the Annual Report & Accounts by email rather than through the post. By doing this we can better allocate the funds that would otherwise have been spent on paper and print into projects that will have a direct impact on road safety.

It also helps reduce our impact on the environment, in line with our sustainability policy.

If, however, you would prefer to receive a paper copy of the report please do let us know by emailing support@iam.org.uk

Follow the link below for the report:

https://issuu.com/advanced_driving/docs/iam_roadsmart_annual_report_and_acc?e=5740212/53334711

GAM AGM 2017 accounts

GUILDFORD AND DISTRICT GROUP OF ADVANCED MOTORISTS		
BALANCE SHEET AT 31st MARCH 2017		
	2015-2016	2016-2017
ACCUMULATED RESERVES		
Accumulated Reserves - Brought Fwd	£8,207.58	£8,111.23
Add Excess Income	-£96.35	£115.03
Accumulated Reserves Carried Fwd	<u>£8,111.23</u>	<u>£8,226.26</u>
REPRESENTED by		
Secure Trust Bank Deposit	£0.00	£6,009.48
National Savings Account	£6,665.12	£842.48
Current Account	£1,382.61	£1,575.80
Pre-Payment for Hall Hire	£122.50	£0.00
	£8,170.23	£8,427.76
Less Adv Receipt of Member Fees	-£50.00	-£192.50
Less Adv Receipt of Gifts	-£9.00	-£9.00
	<u>£8,111.23</u>	<u>£8,226.26</u>
CHAIRMAN		(G Ranshaw)
TREASURER		(M Tilney)
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 income over expenditure of £115.05 for the year ended 31 March 2017 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 31/07/17	AUDITOR	<u>Abigail Cobbiah ACMA</u>

Ripley Village Hall redevelopment – Fund raising

You may be aware that GAM uses Ripley Village Hall for committee meetings and larger events like our recent AGM. We thought we should share some of their Fund Raising Committee intentions because it is likely that GAM plans to support this development.

I am writing to introduce myself in my capacity as the Chair of the Village Hall Fundraising Committee. Having been originally built in the 1970s as a temporary solution, our Village Hall is in a poor state of repair and we are looking to raise at least £100,000 in the next 12 months to then be eligible for other matched funding.

Since forming our new Fundraising Committee we have been involved in the following;

- *Set up social media, including a regular newsletter*
- *Begun work on establishing a 'Buy a Brick Campaign'*
- *Arranged stalls at the Christmas Fair and Farmers' Market*
- *Established a presence on the village hall website*
(<http://www.ripleyvillagehall.org/fundraising>)

Ripley Village Hall is a charity which was established for the benefit of the whole community and that's why I decided to become involved. As you are probably aware by now, Ripley is a fantastic Village. I am writing to you to see if you would be willing to participate in the fundraising and to also showcase your organisation or activity at the same time? How would you like to be involved? We have various events coming up but with your expertise you may be able not just to support, but to add to our programme of events.

Thank you for taking the time to read this. Please contact me on fundraising@ripleyvillagehall.org.uk or 07966192417 with your feedback. I strongly feel that if we all work together it will be an exciting, inclusive, and fun way to help build a new village hall.

Sincerely yours,

Clare Porter
Chair of Ripley Village Hall Fundraising Committee



More car technology issues- What about the safety of 'in-car' 'infotainment' systems?

GAM Technology Check-List. GAM has recently introduced a "Vehicle Technology Check-list" (see the abstract) to help Associates and Observers quickly assess the features of the vehicle being used for an observed run. The sheet was stimulated by the experience of doing a run in an Associate's new Honda Civic (see report in June 2017 GAM Newsletter), and your Editor taking a test drive in a similar model.

It seemed clear to the GAM Observers that Associates and Observers needed to be aware of the features installed in the vehicle, which ones are in use, how to enable/disable them, and in some cases operate the vehicle without a system enabled.

Are car 'infotainment' systems riskier than texting and driving asks Henry Bodkin in the Daily Telegraph on the 5th October 2017? SOPHISTICATED in-car "infotainment" systems are putting road users' lives at risk and are more dangerous than texting at the wheel, according to research.



Associate name: _____ Date: _____

Vehicle technology check-list – Our vehicles have many safety and driver aid features; this check-list is for Associates and Observers to help ensure we all know what is fitted, and what you're using for IAM runs and the RoadSmart Advanced Driving test.

Vehicle Attributes	Make	Model	Year	Status	
				Use✓	Off X
Power source & economy features		petrol			
	Conventional				
	Hybrid				
	Plug-in Hybrid Electric Vehicle (PHEV)				
	Electric Vehicle (EV)				
	Auto Start/Stop				
Traction & Braking	ECO mode (affects performance)				
	ABS				
	Traction control				
	Electronic stability system				
Transmission	Parking brake	Conventional			
		Electric	Auto-release		
	Manual	4 / 5 / 6			

Integrated displays that combine satellite navigation with music and internet systems are often needlessly complicated and can draw drivers' eyes off the road for up to 40 seconds at a time, scientists in the US have found.

The American Automobile Association (AAA) analysed 30 popular vehicles released in 2017 and found that nearly half had infotainment systems that placed a "very high" demand on their users' concentration.

Operating an infotainment system while driving is legal in the UK. However, last night the RAC warned drivers against using technology while on the move. The organisation also called on manufacturers to design systems that were as simple and intuitive as possible. Marshall Doney, president of the AAA, said: "Automakers should aim to reduce distractions by designing systems that are no more visually or mentally demanding than listening to the radio or an audiobook." Last week the Government published statistics for 2016 which revealed that deaths from crashes resulting from in-vehicle distractions had risen 39 per cent on the previous year, to 140.

IAM Skills Days at Thruxton

A participant's view by John Holcroft

You may have seen the occasional advertisement, either in the weekly 'Inform' email or in the IAM RoadSmart magazine, for "IAM Skills Days". These are held every year at race circuits around the UK with separate days for motorbikes and cars. The ones nearest to Guildford are held at Thruxton Circuit in Hampshire, with two per year one in the spring the other early autumn.

I imagine that some of our members may think skills days are -

- for owners of fast sports cars who like to drive at vast speeds;
- not suitable for owners of "ordinary" cars;
- for budding race drivers who want to practice high speed cornering;
- of no benefit to the average IAM driver who takes care of their car and keeps to the speed limit.

Having attended several of these events and thoroughly enjoyed myself I can, without hesitation, say that none of the above assertions are true.

Let me first explain what I think are the main benefits of a Skills Day to a typical IAM member with a typical car (if there is such a thing). I'll then go on to describe what happens on one of these days.

Benefits



In normal driving, we never get to explore more than a small fraction of the capabilities of our vehicles. Modern cars are so much more capable than those of even a couple of decades ago. I'm thinking of the braking, cornering ability and general stability, often aided by "stability control" systems. Although road driving doesn't normally exercise these capabilities what about an emergency? I can imagine some members saying to themselves that good observation, anticipation and planning avoids these perils, which is generally true, but surely, we can envisage the potential need for firm braking and avoidance steering.

If you can imagine this need, do you know how your vehicle will react? How quickly will it really stop? (Stopping distances in the highway code are not a good guide!) If you must, how sharply can you corner without unsettling the car?

These and some other issues are ones that you can safely explore on a Skills Day. The aim is to broaden and enhance your skills while really getting to know your car. If you haven't been "on track" before the potential benefit is greatest!

And remember, any roadworthy car that has been properly serviced and had its POWDERY checks completed will be fine. You don't need a sports car or a super car.

What happens on the day?

Before attending you must remember to book! Skills days are divided into two half day sessions. At present booking is by phoning the usual IAM number, but I understand that in future there is likely to be an on-line booking system as well.

As you would expect of the IAM, safety is paramount, and there are several features that ensure this -

- Before going on track everyone must attend a safety briefing given by the IAM Safety Officer.
- There is an overall 90 mph speed limit.
- In any case the circuit is modified using road cones to introduce chicanes on the faster straights. Of course, these are there to limit maximum speeds.
- Every participant is always accompanied by a track instructor who's say-so rules. A key part of their role to make sure everyone obeys the rules given in the safety briefing.
- Each instructor is shared by two participants. Each individual on-track session lasts about ten minutes before you come in for ten minutes while the instructor takes out his other participant. This is a good scheme because it gives you time to relax, take refreshment and think about what you've just learned.

The main points of the safety briefing are -

You must

- No matter what, travel in one direction only - clockwise at Thruxton!
- Overtake responsibly and only on the straights
- Signal to other drivers where appropriate

You must not

- Take another driver's line into a bend
- Stop on circuit except in emergency

Other advice is similar to that which Observers give to Associates -

- Trust your instructor's advice
- If you're not comfortable doing something suggested by instructor then don't do it
- Start slowly and build gradually
- Optimum learning is at 75% effort, don't overdo it
- Have fun!

There are several marshals positioned around the circuit who, if need be, communicate with you using flag signals. The meaning of these flags will be explained. One unusual use of flags at Thruxton is a red flag to warn of an aircraft making an emergency landing on the runway that sits inside the circuit!

Summary

Skills days are an excellent way to find out, in a safe environment, more about what you and your car can do. Why not give it a go next year? Smiles all round almost guaranteed!

John Holcroft GAM Training Officer

PLEASE NOTE: GAM is planning a Group "Skills Day" participation at Thruxton in 2018. If you're interested please let Gordon Farquharson, GAM Events, know of your interest by e-mail marketing@guildford-iam.org.uk

Typical cost of an IAM RoadSmart skills day is £140 per entrant.

NEW EU SPEEDING LAWS

Under a new law from Brussels, enacted on 7th May 2017, British motorists can be fined up to £640 if they're caught speeding in European countries. Member states have also been given new powers to track down UK motorists and hand them fines.

UPDATES TO THE DRIVING TEST

From 4th December 2017, any new motorists who want to pass their driving test will have to learn how to be proficient at using a Sat Nav. Similarly, manoeuvres such as reversing around the corner will also be scrapped in favour of 'more common' scenarios.

Additionally, the independent driving portion of the examination will also be doubled in length to 20 minutes.

NEW CAR TAX RATES

Car tax rates increased from 1st April 2017, meaning millions of drivers across the UK could end up paying more money to tax their car. Cars bought after 1st April will be subject to new tax rates, although fully electric cars which produce zero emissions and cost less than £40,000 would be completely exempt.

Any cars costing over £40,000 will be expected to pay an addition £310 surcharge on top of the car tax rate for five years. Cars registered after will be expected to pay a standard rate on their car tax after the first-year rate.

UPDATES TO CHILD CAR SEATS

Child car seat and booster regulations changed from 1st March 2017. Under the new rules, it's illegal to have your child's car seat fitted incorrectly and only children who weigh 22kg or more or are 4ft 10" (125cm) tall will be recommended to use the backless booster seats.

If a child is under 15 months, then a car seat must be rear-facing, while older children can ride in a forward-facing seat. It's recommended to replace a car seat when a baby's head is level with the top of the seat and any baby under 9kg should travel in a baby carrier not a child seat. Only EU approved seats can be used in the UK.

Parents must ensure that only a belt with a diagonal strap is used, unless the baby seat is specifically designed for use with a lap belt or use IOSFIX anchor points. Wrongly fitted or unsuitable car seats could see the driver fined up to **£500**.

NEW SPEEDING FINES

New speeding fines enacted on 24th April 2017 could see drivers charged up to **175% of their weekly wage**. While there's a cap of **£1,000** for minor offences, major offences could total up to **£2,500**.

A three-band system determines the severity of an offence and corresponds with the relevant charge. These charges will be calculated on a percentage basis, with the following offences determining the percentage of the charge:



Exceeding the stated speed limit by **1mph to 10mph (25% - 75% of your weekly income) TT**



Exceeding the stated speed limit by **11mph to 20mph (75% - 125% of your weekly income)**



Exceeding the stated speed limited by **22mph+ (125% to 175% of your weekly income)**

**Plus 3 to 6 points on your licence.*

NEW MOBILE PHONE DRIVING LAWS

Motorists caught using their mobile phone while driving will face tougher punishments from 1st March 2017.

The new penalty will see drivers caught using their mobile phones facing a fine that's been doubled to **£200**, along with **6** penalty points on their licence. Anyone driving for less than **2** years will now have their licence revoked if they clock up to **6** penalty points. If a case goes to court, you could not only face disqualification but also a fine of up to **£1,000**, while HGV and bus drivers could get a fine of up to **£2,500**. While hands free and use of navigation apps can be used if the phone is mounted into a holder, drivers can still be pulled over and fined if the device can be deemed to be distracting.

FIRST TAX PAYMENT WHEN YOU REGISTER THE VEHICLE

CO2 emissions (g/km)	Petrol (TC48) and diesel cars (TC49)	Alternative fuel cars (TC59)
0	£0	£0
1 - 50	£10	£0
51 - 75	£25	£15
76 - 90	£100	£90
91 - 100	£120	£110
101 - 110	£140	£130
111 - 130	£160	£150
131 - 150	£200	£190
151 - 170	£500	£490
171 - 190	£800	£790
191 - 225	£1,200	£1,190
226 - 255	£1,700	£1,690
Over 255	£2,000	£1,990

This payment covers your vehicle for 12 months.

Rates for your second tax payment and onwards:

- £140 per year for petrol and diesel vehicles
- £130 per year for 'alternative fuel' vehicles, such as hybrids
- £0 per year for zero emissions vehicles, such as fully electric

Alternative fuel vehicles include hybrids, bioethanol and liquid petroleum gas.

University of Southampton wins £50,000 student funding award into training drivers for more automated vehicles from road safety charity IAM RoadSmart

The University of Southampton has become the very first recipient of the prestigious IAM RoadSmart Human Factors Research Award – a £50,000 award towards funding a PhD student project for research into the training implications for drivers as vehicles become more and more automated.

Universities in the UK were invited to submit applications for this new research grant focussing on driver training as we venture into an era of increasing automation of vehicles and progressing to fully driverless cars.



In a closely fought contest, the winning submission was written by Neville Stanton and Katie Plant from University of Southampton for their report "Training Implications for Drivers of Automated Vehicles." They collected their award at IAM RoadSmart's Driver Ahead conference on 4 October at the RAC Club in London – a conference which attracted 140 industry leaders and experts discussing our automotive future on the roads in the face of the move towards more autonomous vehicles.

IAM RoadSmart is raising the standards of training taking into account the implications of automated vehicles. By comparison, pilots of automated aircraft are required to undertake additional training after qualifying for non-automated craft – but what can be expected on the roads? The operation of increasingly more automated road vehicles is likely to require different skills and place different demands on drivers than the operation of manual vehicles.

The judging panel for the award included Elizabeth Box, head of research from the RAC Foundation; Dr Shaun Helman from the Transport Research Laboratory; Professor Sarah Sharples from the University of Nottingham; Professor Pete Thomas from the University of Loughborough; Professor Andrew Parkes from the University of Coventry; Professor Steve Stradling from Napier University in Edinburgh; and Professor Angus Wallace, trustee of IAM RoadSmart and chair of the IAM RoadSmart Research Awards Panel. Professor Wallace said: "All the applications were of a very high standard and could equally have won. The submission by University of Southampton was very carefully thought through, presented very clearly and looked at improving training of drivers of intelligent vehicles. As such, we are delighted to announce the University of Southampton as our first winner."

Picture shows IAM RoadSmart chairman Ken Keir OBE, Dr Katie Plant from University of Southampton and IAM RoadSmart chief executive officer Sarah Sillars OBE.

Further information from:

IAM RoadSmart press office 4th October 2017 – 020 8996 9777 – press.office@iam.org.uk

Supervising a provisional licence holder: tips from IAM RoadSmart

Getting private practice while learning to drive plays an important role in gaining vital experience behind the wheel before taking the driving test. Before you offer to take someone out make sure you have the relevant information.

This week's tips give advice to all those willing or conscripted into giving the learner additional driving experience from IAM RoadSmart's head of driving and riding standards, Richard Gladman.

Firstly let's get the legal bits out of the way - You must be at least 21 years old. You must have held a full driving licence for at least three years, your licence must be for the same type of vehicle you are going to supervise the learner in and the vehicle must display "L" plates: <https://www.gov.uk/driving-lessons-who-can-teach-you>

Remember you are the responsible person and as such you are deemed to be in control of the car when you are supervising a learner driver, therefore the same road traffic laws apply to you as to the driver, e.g. not supervising a learner driver whilst under the influence of alcohol or drugs or using a hand held mobile phone. It's also your responsibility as the responsible person to ensure the vehicle is in a safe and roadworthy condition. A very valuable exercise is to show the learner how to carry out checks to ensure the vehicle is safe to use on the road – you can get a copy of the driving test show me tell me questions here: <https://www.gov.uk/government/publications/car-show-me-tell-me-vehicle-safety-questions/car-show-me-tell-me-vehicle-safety-questions>

We recommend getting an additional mirror to use as a rear view mirror from the passenger seat, a suction mirror often used to view children in the back is suitable, widely available and not an expensive purchase.

Talk to the learner's driving instructor regularly, working out a practice plan can save valuable time and money. Planning your route and what you are going to cover is very worthwhile as driving around aimlessly won't be the best use of your time or experience, taking a learner somewhere too advanced could also do more harm than good. Most importantly keep calm. Yes it's easy to say, but keeping calm really will pay off and save any heated arguments with the learner behind the wheel. Keep your instructions precise and in good time – a learner needs to have time to process the information and then plan what to do, saying "carefully" or "slowly" when you mean use the brake pedal can cause confusion, words are interpreted differently not always with the same level of understanding.

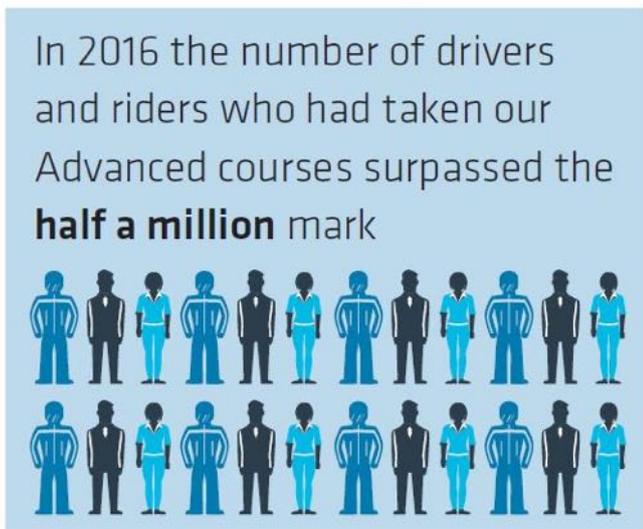
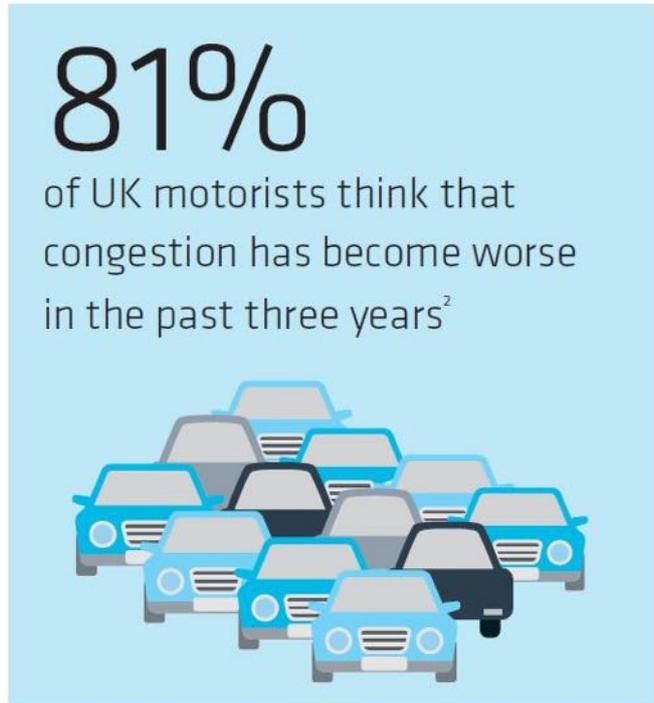


Setting a good example and explaining what you are doing when driving can be really helpful – it gives the learner an insight into what you observing, anticipating and planning and gives them time to ask questions without being in the driving seat.

Lastly, but not least remember things might have changed since you learnt to drive so when the learner says: "but my driving instructor says I should do it like this" listen and think about it, you can always check with the instructor later – you might even learn something new.

Richard Gladman said: "Research proves that a combination of professional lessons and extra practice builds experience and can give a new driver a firm foundation for a safe driving career. Driving is a life skill so approach it properly with a good plan and a clear idea of how your miles together fit in with the approved syllabus."

Some recent IAM RoadSmart numbers



I never take drugs and drive – really? I never take drugs and drive – really? *(IAM RoadSmart guidance)*

What does having your driving licence mean to you? For me it represents freedom and independence; making it easy to get to the places I want or need to go to without having to deal with the restraints of public transport. I did not realise how much I take having a driving licence for granted until a friend of mine had started a period of not driving on medical grounds. This led me to think about all of the possible medicines available over the counter and prescriptions, the medicine we might need to help us get better.

Summer is often difficult for hay fever sufferers, the symptoms of which can be quite debilitating without medication, that quick trip to the chemist to buy an off-the-shelf product could land you in trouble behind the wheel of a car. It is not just hay fever medication you can buy over-the-counter. Having recently recovered from a summer bug, I am reminded about the cold and 'flu medicine which can make you drowsy, or even cough medicine. Did you know that some bottles of liquid all-in-one medicines contains up to three units of alcohol in them?

We all know we should always read the label/advice sheet before taking any medicine but in reality we don't all look. Whatever our reasons for not reading it we could be missing out on some important information.

Many of us will say: "I have never taken drugs and driven – I don't take drugs." Is this because we don't think of medicine as drugs? I would like to think everyone reading this will trust me when I say I have never taken illegal drugs, but during my life I have taken either over-the-

counter medicines and those prescribed to me by a doctor and driven without questioning the effects they may have.

I now always take a couple of minutes to ask the doctor or pharmacist and read the information sheet before I drive.

With the changes in law recently regarding drug-driving, we all need to be more diligent when it comes to what we medicine we take and the amount we take if we intend to drive. Failing a field impairment test and being found guilty of drug-driving would be horrendous experience, not just selfishly because of the consequences it would have for me and my family but also because of what could have happened if my actions had hurt someone.

If you are not aware of the changes you can find the information here <https://www.gov.uk/drug-driving-law>

Now I cannot advise you – I am not a doctor and do not have any type of medical training other than a first aid certificate which thankfully I have not had to put to use recently, so please check with your doctor or pharmacist if you are taking any medicine. You never know it might be compromising your ability to be safe behind the wheel of a car.

By Rebecca Ashton, IAM RoadSmart head of driver behaviour

Going round in circles

Roundabouts sometimes send even the most experienced drivers into a panic. But never fear: IAM RoadSmart's head of driving standards Richard Gladman is here to help you out.

There are a few simple "**IPSGA**" guidelines to follow:

Information: Look well ahead; check your mirrors so that you know what other traffic there is around you. Give any signals in plenty of time. Try and identify a gap in the traffic before you reach the roundabout, but keep an eye on the car in front – they may not go for the gap you would.

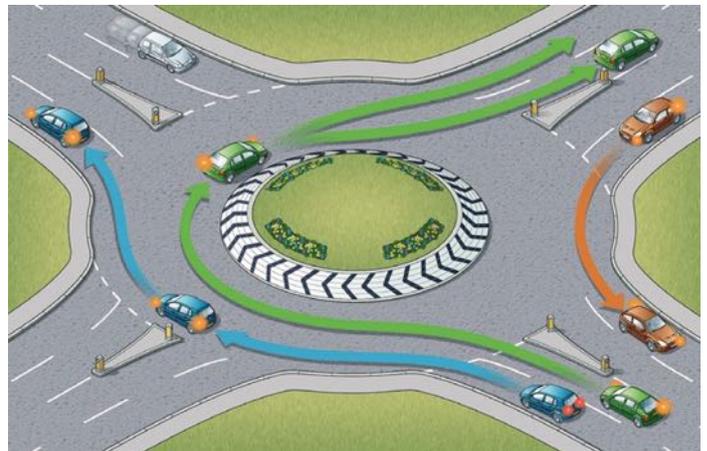
Position: Approach the roundabout according to which exit you're taking. Keep to the left lane to turn left or go straight and the right lane when taking an exit on the right. Watch for any road markings guiding you and try to give other vehicles plenty of space.

Speed: Slow down smoothly to a speed that's appropriate for the roundabout and will allow you to stop, taking into account the position of other road users.

Gears: Once you're at the right speed, and before turning, select the correct gear. If you do need to change gear on a roundabout, do it when the steering is on a set position. Do a final mirror check, especially the mirror on the side you are turning towards.

Accelerate: At a roundabout choose a gap in the traffic and accelerate smoothly into it – the same applies to any other junction.

Richard said: "At roundabouts, your plan from a way back is to stop. But gathering information can allow you to proceed. It is useful to try and consider the whole thing as one manoeuvre – that way you have a plan about which lane to be in, when to move into that lane, and what signals you expect to use. But you need to prepare to be flexible – other road users don't always behave as we'd expect them to."



Off-siding

I'm more of a rugby man than football in truth but my true interests are in motorsport and motorcycling in all its various guises. In field sport the offside rule is often discussed and is the subject of numerous video replays each weekend at sporting fixtures.

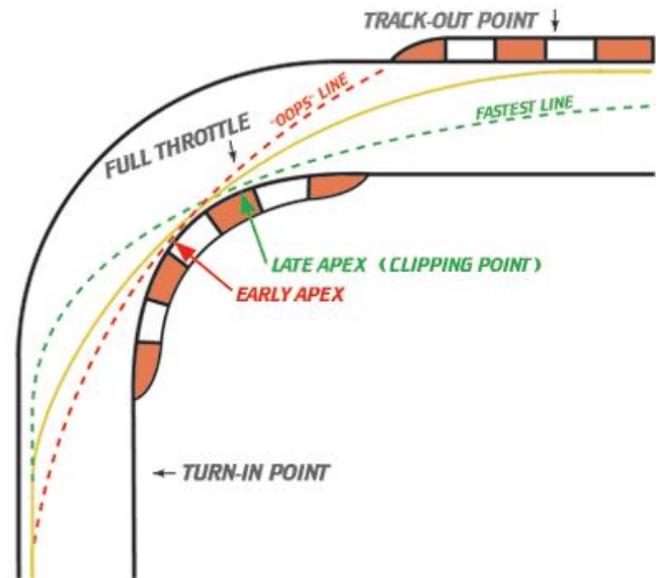
You get the chance in slow-motion and high definition to replay the event over and over and often the worst that happens is the referee blows their whistle and declares that the attempt or goal is disallowed. However, on the public road, getting the offside rule wrong can have catastrophic consequences.

Straight lining, apexing, taking the racing line (see the diagram here) and off-siding are some of the names used to describe being on the 'wrong side of the road.' But exactly what is the wrong side of the road? We pay a lot of vehicle excise duty and all of that glorious tarmac is available to us, isn't it? I mean as an advanced driver or rider we all know we can use it in certain circumstances and it just depends doesn't it?

Ask your average road user what they think about seeing a vehicle or motorcycle on the opposite carriageway to their norm and they will cry 'dangerous.' Ah and here is the first lesson - perception.

We must be careful of the perception our actions have on other road users. At best they may wave at us in a rather less than encouraging way, at worst they may take avoiding action such that bent metal and twisted bodies are the result.

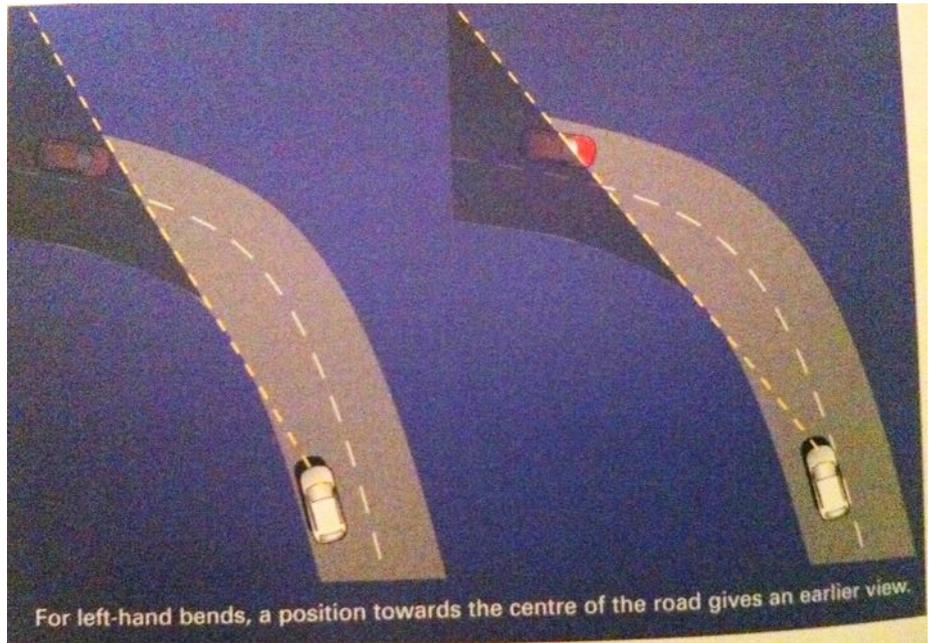
With the help of my colleague, Richard Gladman, IAM RoadSmart's head of driving and riding standards, here is your definitive guide to this subject. But first of all, just what is off-siding? *It is the practice of moving to the offside of the road across either centre line markings or hazard line markings on the approach to a left hand bend where you do not have a view around the bend (see the example below).*



Generally, when practised it is in an attempt to encourage the limit point of vision to match/open quicker and allow a greater speed of approach. Issues often arise when a vehicle comes into view and your movement required to adopt a position of safety is sudden and often coarse. The oncoming vehicle could react to your presence and this may cause a chain reaction behind it.

At speeds within the posted limit the benefit of this extreme offside positioning is 'all but negated, even in Roadcraft', whose focus is on progress for emergency service drivers, the practice of offsidng is not mentioned or encouraged.

It advocates positioning towards the centre line (as per the diagrams here), and they encourage you to consider approaching traffic, your effect on others and whether there is any advantage all very much in sync with the IAM RoadSmart advanced course material. They finish by saying '*don't position yourself in a way that causes concern to other road users.*'



What is not offsidng?

Adopting a straight line through a series of bends where you have a clear view of the road and the road surface (road markings permitting) i.e. 'The road is mine until the loss of vision in 400yds, my mirrors are clear so I am adopting a straight and stable course.'

Opening up the radius of a bend where vision is available of any potential oncoming traffic or other hazards on a generally open road.

Moving out to make a planned safe overtake and then finding yourself with a fantastic view which allows you to maintain your progress before returning to your own side of the road. There is a phrase that will help you decide when you can apply the offside rule in safety but I reiterate we never simply 'offside' on the approach to a left hand bend.

Picture the scene; I'm on a National observer driver assessment with an observer from a local Group. I see the road ahead is weaving like a snake on a mission, the road surface is visible for about half a mile and nothing else is in sight, so I ask – 'can I straighten this out?' Alex from Basindstoke Group said "you need to **SLAP**". Clearly I slightly misheard him and thought this type of punishment is rarely handed out on test to an examiner!

He went on to explain that when you are considering straightening out a corner, but never 'offsidng' and using the other side of the road you need to consider the acronym SLAP.

SAFE – is it safe to do so? (Considering the view available and any hazards)

LEGAL – Is it legal to do it? (Road markings)

ACHIEVE – Does it actually achieve something? (Or are you just showboating)

PERCEPTION – What is the perception of another road user of your actions?

Taking Richard's clear and unambiguous guidance on when you can cross the paint, then considering 'SLAP' as your guiding principle, you should be able to master the offside rule in complete safety remembering the quote in Roadcraft - Quiet efficiency is the hallmark of the expert.

Shaun Cronin IAM RoadSmart's Regional service delivery team manager (Southern)

Event Report

Look out for future events GAM is planning:

- A talk from Reg Local (see <http://www.reglocal.com/about/>).
- Winter tyres.
- GAM attendance of IAM "Skills Day" at Thruxton. Let Gordon know if you are interested. E-mail marketing@guildford-iam.org.uk

GAM MEMBER INFORMATION

IMPORTANT GAM DIARY DATES

Look out for events in 2018 – See the the GAM Facebook page.

Observed Sunday Runs for 2017/18:

2017 - November 19th; December 10th; 2018 - January 21st; February 18th; March 18th; April 15th; May 20th; June 10th; July 15th; August 19th; September 16th; October 21st; November 18th; 16th December.

Observer Meetings 2018 Starting at 1930 hrs, venues to be advised.

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

Look out for venue and timing details! Apologies to Phil Headen please.

2018 dates: Saturday 10th February; 18th April; 20th June; 15th August; 17th October; 12th December.

Committee Meetings 2016/17 (Wednesdays)

Location to be confirmed, 8pm - 10pm.

2017 dates: 1st November.

2018 dates: 3rd January; 7th March; 2nd May; 4th July; 5th September, 7th November.

AGM 2018 Saturday 22nd September.

New GAM Associates

GAM

Guildford Advanced Motorists

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. Welcome to:

Cameron Fitzwilliam-Grey
Simon Green
Mark Griffiths
Michael Guest
Wendy Hayter
Ravi Kadara
Alex Keaton
Susan Mark

Aiden McCarthy
Chris Mercer
Raymond Mott
Catherine Piper
Matt Price
David Ray
Sally Roohan
Daniel Shinerock
Corey Wayne

Recent GAM Test Passes Congratulations to:



Congratulations on passing your advanced driving test; keep up the skills you have demonstrated. Have you thought about the next stage? Masters, Fellow.

Ian Oades
Scott Jackson (F1rst)
Daniela Baglioni
Jack Mason
Graham Bullock

Greg Baker
Adele Chantry
Howard Dixon
David Simkin (F1rst)
Peter Juson

IAM RoadSmart GAM 'Masters' Roll of Honour



Peter Laub	2013	Phil Headen	2016 Distinction
Howard Quinnell	2013	Ben Bridge	2017 Distinction
Dmitri Savin	2016	Graham Ranshaw	2017 Distinction
John Holcroft	2016 Distinction	David McCarthy	2017
		Mike Hughes	2017 Distinction

IAM RoadSmart GAM 'Fellows' Roll of Honour



Craig Featherstone; Paul Wozzley & David Mesquita-Morris.

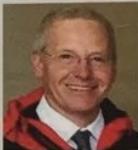
David, our GAM vice-Chairman was recently featured in the IAM RoadSmart magazine that some of you may have spotted. Congratulations David! It may be of interest to know that this step isn't taken lightly; failure to pass will lead to the end of IAM and GAM membership.

Meet the Fellows



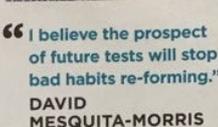
“ I have been riding motorcycles since 1977, and after four decades it's easy to become complacent. Roadcraft has changed considerably over time, and it's imperative that I keep my road skills up to date and current.”

STEVE SMITH



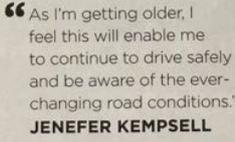
“ As a blue-light responder with Mountain Rescue, I need to be re-tested every three years. The Fellow scheme will give me the support and opportunity to continue to hone my driving experience to a standard expected.”

KEITH ELLIS



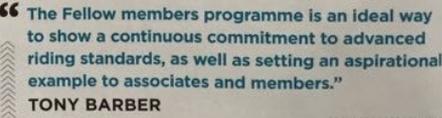
“ I believe the prospect of future tests will stop bad habits re-forming.”

DAVID MESQUITA-MORRIS



“ As I'm getting older, I feel this will enable me to continue to drive safely and be aware of the ever-changing road conditions.”

JENEFER KEMSELL



“ The Fellow members programme is an ideal way to show a continuous commitment to advanced riding standards, as well as setting an aspirational example to associates and members.”

TONY BARBER



“ A skill is only a skill as long as you're willing to practice and maintain it”

RICHARD GLADMAN, IAM ROADSMART



“ A rolling stone gathers no moss. If you stop learning and developing, you atrophy and open yourself up to risk.”

DUNCAN ROBERT MARI

Management Team – including Officers and Committee Members

PRESIDENT	Alan Bone	
CHAIRMAN	Graham Ranshaw	chairman@guildford-iam.org.uk
VICE CHAIRMAN	David Mesquita-Morris	Vice.chairman@guildford-iam.org.uk
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ASSOCIATE CO-ORDINATOR		associates@guildford-iam.org.uk
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COMMITTEE MEMBER	John Panting	07713 485547
FRONT DESK MANAGER	Jacqui Mesquita-Morris	07706 930 315

Observed Runs

SUNDAY Observed Runs: These are our main training runs. They will normally be conducted on the 3rd Sunday of each month (2nd Sunday in December) at 9.15am and 10.30am – refresher/taster drives at 11:45 am.....See the 2017 dates on page 2.

Location for SUNDAY Observed Runs:

Guildford Borough Council Woking Road Depot, Guildford, GU1 1QE (see map on back page).

Front desk manager - Telephone contact number 07706 930 315.

ALTERNATIVE NON-Sunday Observed Runs: We can also offer some limited alternative observed runs on other days subject to availability of observers. These maybe helpful if you need additional support or are unable to attend a regular series of Sunday runs. Meeting arrangements will be handled by your Observer. Make sure you have his/her contact details. Contact our Chief Observer.

Appointments for Observed runs - contact the Associate Co-ordinator:

e-mail associates@guildford-iam.org.uk .

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. E-mail the Associate Co-ordinator at any time, or on the morning of your appointment please call Jacqui Mesquita-Morris on the front desk 07706 930 315.

About the IAM RoadSmart – Advanced Driver Course

Course overview:

Do you want to join a driving elite and be one of the most skilled drivers on Britain's roads?

In the 60 years since IAM was founded, half a million people have qualified as advanced drivers on our flagship Advanced Driver course – the only one accredited by the DVSA. With a commitment of three to six months to complete the comprehensive course and some practice, you could add your name to the list, and enhance your driving skills.

So what can you expect from our advanced driver course? Sign up and you'll receive a welcome pack and course manual, followed by an introduction to your nearest local IAM RoadSmart group of volunteers. Our skilled experts, all Institute of the Motor Industry (IMI) qualified, will take you through a number of observed drives in your own car.

Each session with your expert lasts a couple of hours and you'll focus on specific skills to develop across a wide range of competencies, where you'll need to demonstrate your newly acquired advanced driving skills such as, control, observation, timing, optimum road positioning, ability to deal with unpredictable roads and other road users' behaviour. When you're ready, you'll take the advanced driving test.

As well as gaining recognition for your skills, once you're qualified you'll become a full IAM member and you can often receive insurance benefits as a result - around 90% of our members do.

You'll also feel more confident and safer on the road and if you drive for a living an Advanced Driver qualification can add Brownie points to your CV.

IAM RoadSmart - Advanced Driver Course - £149

The course is purchased directly from IAM RoadSmart via their website. Once purchased, IAM RoadSmart inform us (GAM), and you are added to our Associate Membership. We then contact you and let you know when to start. A part of the fee is transferred to GAM in recognition of our role as an approved provider.

<https://www.iamroadsmart.com/courses/advanced-driver-course->



Entitles the Associate to 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

CONTACT

GAM

Guildford Advanced Motorists



FOLLOW US ON  twitter

@IAMgroup



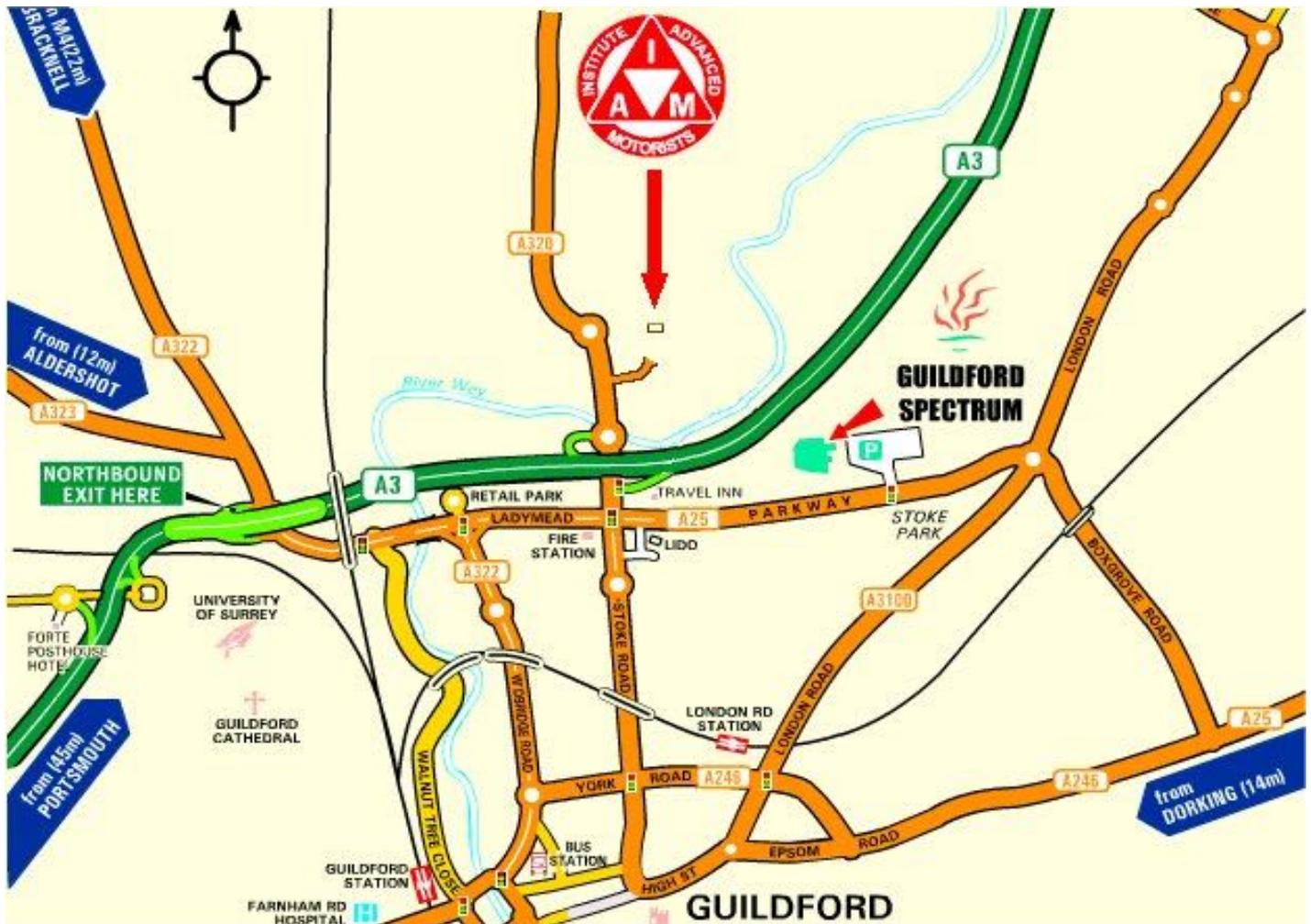
facebook.com/guildfordiam

Our Website: www.guildford-iam.org.uk

(website devised and managed by Guildford Advanced Motorists (GAM)).

Location for our GAM Sunday runs:

Guildford Borough Council Woking Road Depot, Guildford, GU1 1QE



In our next edition of the GAM Newsletter, we can look forward to the following:

- Experience of a first assessment run.
- News from IAM RoadSmart.
- More technology news, and development of the check-list.

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?