

GAM

Guildford Advanced Motorists



Newsletter

March 2018



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Chairman's message

Well, here we are safely into 2018 – Happy New Year seems a little late now as the mornings get lighter and the evenings get longer. However, as I write, we are having a cold snap with icy snow covered roads and low sun in your eyes – be careful!

Just before Christmas, we sadly lost Phil Headen from GAM for personal reasons – we are missing him and his sensible approach to advanced driving. We all wish him the very best for the future and thanks for all his excellent help and support. Stepping up to the mark straight away was David Mesquita-Morris who has now taken over from Phil. David has managed a seamless transition from Vice-Chairman to Chief Observer and is now leading us technically. Many thanks to him for having the confidence to take on the role. The group is now heavily reliant on the Mesquita-Morris household as Jacqui runs our operations! I cannot find it in me to tell them that these positions are not salaried...!

Another GAM member joined the committee last month – Gearóid Conneely has come up through the Advanced Driving Test ranks and is now an observer with us. Gearóid will work with Gordon and the committee on events and trying to engage younger people to join the IAM/GAM. Good luck and we wish him the very best. If you have any ideas for events that you would like us to organise, email Gearóid on events@guildford-iam.org.uk

I am sure I have said this before, but IAM RoadSmart organise an excellent track day twice a year at the Thruxton circuit near Andover. I became a track day instructor a couple of years ago and it is great fun. You go out onto a circuit and practice your lines with no fear of oncoming traffic. Cornering, gear choice, chicanes, car stability, steering, extreme braking (actually feeling the ABS kick in). It maybe a surprise, but we teach IPSGA – it works on circuits as well as normal roads. We are seeing more and more members coming back to us after 10+ years saying they would like a refresher or indeed to re-take their test again. If you are thinking of this, we are more than happy to help you. Speak with Neil Fuller our membership secretary to find out more information.

So, as we come out of winter and into spring, don't forget to open your bonnet regularly and make sure the autumn leaves are cleared out...! Levels are really important right now so make sure you keep them all topped up? Brake fluid, Engine oil, Coolant reservoir, Windscreen washers, Tyres and the spare. While you are there, check your drive belts as well. Don't forget – Mirror – Signal Manoeuvre.

Safe Driving!

Graham Chairman

March 2018

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 and hard-copy. 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.

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.

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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.

Gordon Farquharson (Editor).

SLAM invites GAM to an evening with Paddy Hopkirk

You are probably aware that we have been working with 'South London Advanced Motorists' (SLAM) to help them with some of their Associate runs. This cooperation is greatly appreciated and hence this kind invitation from them.

GAM members, associates, friends and families are cordially invited to "An evening with Paddy Hopkirk " on Tuesday 29th May 2018 @ 7:45PM.

Location - Coombe Wood Golf club, George Rd, Kingston , Surrey, KT2 7NS.

Kind regards from *Roger* (SLAM Events co-ordinator)

If you wish to attend, please let Gearóid Conneely, our Event co-ordinator know
events@guildford-iam.org.uk

Simon, of Phyllis Tuckwell Hospice has written to us:

Thanks to you and your GAM colleagues for the time and expertise that you are all contributing on behalf of Phyllis Tuckwell Hospice Care. We are hugely reliant on our volunteer drivers and to have your team assessing them is a major source of reassurance to us, our patients and the volunteer drivers themselves.

Best wishes

Simon

Transport Team

Phyllis Tuckwell Hospice Care

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REG BULL'S JOURNEY TO THE ADVANCE DRIVING TEST or "Advanced Driving Course with Strawberries and Cream"

In April this year I celebrated my 82nd birthday following which I began to reminisce on my former years. Amongst these memories I recalled some years ago when in employment I worked for a National Building Contractor in Ealing, West London as an Estimator/Surveyor. During that time I befriended a work associate and her late husband who was a member of IAM as an advanced driver. With this in mind I began to review my present driving standards since first acquiring a full driving licence some sixty years ago. Despite the fact that throughout that period I had driven many types of vehicles including, motor cycles, bubble cars, cars, lorries and motorhomes in various locations both throughout the U.K. and abroad I felt that due to the many changed circumstances on our roads today and that I was now an octogenarian it was high time to find a way to, 'bring me up to speed'. In consequence, I purchased an Advanced Driving Course and joined the Guildford and District Group of Advanced Motorists (2062) better known as GAM for short.

Of course there is no comparison with driving conditions then and now. Throughout this time I have considered myself to be a reasonable driver, better than some and maybe worse than others, but aware that there is always room for improvement. I also agree with those who consider some sort of assessment or test for drivers should occur when they reach a certain age. Bad habits creep in, reactions slow, concentration can wain, and overall we tend to lose that sharpness of edge without realising it. Probably it wouldn't be practical to put into practice but maybe drivers of all ages should have some sort of assessment periodically – perhaps every 5 or 10 years to assess their capabilities and driving standard or possibly some type of refresher course.



Anyway, having reached the age of 82 and recovering from surgery that made me unable to drive for a couple of months, I found myself having to rely on others for transportation. Forget public transport – just emphasised how much I relied on my car and wanted to get back to driving myself. Being a passenger for a prolonged period of time gave me a different insight into other road users' behaviour and I realised just how poor some of the driving standards were, not only of my contemporaries but many drivers in general. Most could be deemed to have room for improvement.

In one such instance while being driven to an appointment by a friend we encountered what nowadays would be termed as a "boy racer" at a roundabout - exiting onto a dual carriageway. "Damn tear-away kids shouldn't be allowed on the road" yelled my driver friend as we tootled along at 35mph. Well, you may be right I thought to myself, but in fact the youngster had done nothing wrong as far as I could tell and was driving quite safely and legally, maybe you should take a look at your own driving manner.

Then I asked myself what made me think my motoring knowledge and driving techniques were any better? True, I occasionally glanced through the Highway Code but otherwise just kept driving in the manner that I thought was safe and correct. Hence, after regaining the fitness, strength and ability to resume driving, I decided to enrol on the IAM course to Advanced Motorist with the target of if not passing the test then to at least try and improve my skills and ability to a reasonable standard.

My induction and first run with the GAM team began in the September. Having received and read through the welcome pack and course manual I knew I had to think and execute my motoring technique in a different manner, and after the initial observed run realised I had some ingrained habits that would need changing. Not knowing what to expect I was pleasantly surprised by the friendliness and helpfulness with the front desk organisers and observers on my Sunday accompanied runs. The observers are not there to test or criticise but point out the correct procedure to optimise safety and progress while driving on varied roads and conditions. IPSGA was the mantra and something that I soon understood we should try to put into practice all of the time. I found the Sunday runs most enjoyable and usually came away from each session with an improvement in one area or other. Sometimes frustrated as the old habits crept in or I made a silly basic mistake. After 4 runs – with practice during normal drives on my own between the monthly runs – I was almost there, although it took another three runs before being put forward for the test. That blasted brake gear overlap and changing down through gearbox to reduce speed instead of steady smooth braking. Habits of a lifetime - so ingrained - something I had to consciously work on!!

Eventually it was considered that GAM (Guildford Advanced Motorists) could do no more for me. I had reached the desired standard for the test and I was put forward for this. Apparently it might take up to six weeks or more before I would get a test date depending on availability of

examiner in my area. Meanwhile, they would try and fit in a refresher run if possible prior to the test date subject to an observer being available. Great! So there should be plenty of time for me to hone my new learnt skills and bone up even more on the Highway Code. Therefore, I was surprised to hear within a few days from the appointed examiner offering a couple of dates the following week. Panic and self-doubt crept in as the test venue would be in an unfamiliar area with unfamiliar roads at a time (morning) when traffic was in all probability to be busy with school run and commuter traffic etc. Should I decline the dates offered to give myself time for more practice and maybe familiarise myself with the roads and layouts in the area? But was there any point in that. I'd been assessed, I'd reached the desired test standard and whether I put it off or not I would be assigned the same examiner in the same area at the same time of day whenever I did it. So I confirmed the test date for the following week.

On the off chance I contacted GAM to see if anyone was available to give me that booster run out, but as this was on a Bank Holiday weekend with the test just 5 days away I didn't hold out much hope. Reading the Highway Code until my brain was a blur and couldn't remember any of it I decided trying to overload with theory and information was not the best preparation so decided to just try and put into practice the driving techniques I'd been shown and hope for the best on the day. Once again the dedication and helpfulness of the GAM team - specifically Jacqui and Paul Wallace-Stock came through. Bearing in mind it was a Bank Holiday weekend they sent out requests to the observers and luckily Graham Ranshaw (GAM Chairman) not only an observer but a Masters as well was available, willing and prepared to give up his personal time to do a run with me a couple of days before the test. I was extremely grateful for this and I think it proved invaluable in my case as the road sense reminders and encouragement boosted my ego and I was able to approach the test with more confidence.

My examiner was to be David Fryer whom I eventually met at the agreed venue in a supermarket car park in Bracknell. He introduced himself and very soon sought to put me at ease whilst at the same time outlining the type of route we were to take and that clear, precise instructions would be given as to the directions en route. I eventually set off with a certain amount of trepidation but at the same time determined to remain focused and to put into practice all that I had been taught in order to see me through. At the conclusion of the test I awaited breathlessly to hear of my fate which was to be a pass. I resisted an impulse to throw my arms around David and plant a big kiss on his smiling face! When he had departed I telephoned both my dear wife, Maureen and Jacqui to impart my good news. Upon reaching home I was heartily congratulated by both Maureen and our two pet Cavaliers, Sammy and Alfie who proceeded to jump all over me and try and lick me to death!

In conclusion, I would like to thank all at the Guildford Group who have been with me throughout and to finally to give me the skills and confidence to pass the test. A great team effort no doubt and worth at least some cream to go with those delicious strawberries so what about it Jacqui?

Reg Bull

GAM/IAM Member

Andrew Griffiths visited the RAC Operations Centre in November

Last November I was lucky to visit the RAC Operational Control Centre, along with ten other IAM RoadSmart members, as part of a national competition. I am sure many of you have passed this distinctive building just off the M6, near Birmingham. The visit was hosted by Mark Adcock, Alison Wilde and Amo Singh from the RAC Customer Service and Press teams and we were accompanied by IAM Head of Membership and Guildford group member Paul Woozley.

First we were given an introduction to the history and work of the RAC from its founding in 1897 to the first patrols in 1901 to the present day situation where the RAC has 8.6 million private and corporate members and receives 4.5 million calls a year, with over 1500 patrol vans attending

2.3 million jobs. The current strategy is to permanently fix as many vehicles as possible at the roadside with the motto "we don't just tow you to a garage ...we bring the garage to you."

We were told about the various partners that the RAC work with from motor manufacturers such as



Ford and Nissan to Network Q, Tesco, Royal Mail and not forgetting IAM RoadSmart (IAM CEO, Sarah Sillars is on the RAC advisory panel). The RAC is ideally placed to feed back data regarding common mechanical problems members are experiencing to these car makers and fleet operators to help increase car reliability and identify trends. Partners in Europe assist members when travelling in this area. There is also the commercial side of the RAC

dealing with HGVs and buses with DAF as a partner.

The RAC fronts campaigns representing the views and opinions of its members on diverse issues such as road safety for school children, mobile phone use in cars, trying to get the spare wheel and tax disc re-instated and all lanes running on motorways and for the last 18 years has produced an annual Report on Motoring encompassing these views.

The future vision of the RAC is to be the "Champion for the 21st Century motorist" with the plan for a more pro-active approach with cars carrying a telematics box to allow the remote monitoring of systems. This allows issues to be avoided before they become a problem, for example warning a driver when the charge level on a battery is getting low or the level of AdBlue in a diesel car is running out. Telematics can also communicate directly to the RAC ensuring that, if required, the correct replacement part is brought by the patrol.

Alison then gave more detail on the operational side saying that they get an average of 6300 events per day – obviously this varies geographically by season so resources are switched to where the need is greatest. Contractors can be used for the more remote parts of the country. She explained how things are changing with Sundays no longer the quiet day of the past. The greater sophistication in technology and driver aids in cars is draining the battery faster and leading to an increase in the number of "no fault found " calls attributable to customers simply not understanding how this technology works. For example customers complaining they can't increase speed above a certain level (due to a speed limiter applied) or a warning buzzer keeps going off (heavy handbag placed on passenger seat so car thinks someone is not wearing a seatbelt!) or the car keeps stalling (stop/start technology). Many problems can now easily be resolved with advice given over the phone, for example if members report frozen doors, locks and wiper blades in winter or advice to put a car mat under the wheel if stuck on snow. Finally we were told about some of the more unusual call outs ranging from snakes stuck behind dashboards, toddlers swallowing immobiliser chips and teenagers taking out all the fuses in a fuse box to badgers wedged in cars bodywork and squirrels stuffing nuts in an air intake pipe.

We were then taken on a tour of the building – firstly to see where the customer support teams are based answering the breakdown calls as they come in. This had a real buzz of activity and operators are trained in active listening so that they can pick up on clues such as children's voices or the sound of busy traffic in the background of a call which may give an incident higher priority. The operations rooms were divided into various sections with teams dedicated to fuel or tyres or the Motability scheme where vehicles which have been adapted for use by a disabled driver may have specific issues. The emphasis is very much on "fixing the customer "as a priority and the car second. This ensures people can continue their journey by taxi if necessary or any medical needs are met, for example if a person is diabetic.

Other vulnerable scenarios are those involving livestock, live lanes of motorways, money and children. Complications can arise for patrols – some large campervans are classed as an HGV or you need a licence to move livestock. Electric, 4 wheel drive and automatic vehicles all pose a problem with towing as all 4 wheels need to be off the ground. Whistles can be given to a member to use as a warning to a patrol if they are working on a motorway hard shoulder or live lane. A large video map on the wall depicts in real time the status and location of all incidents currently happening in the UK and Ireland. You could clearly see the correlation between city locations and dense patches of incidents. Key figures for the total calls received so far that day and in the last hour and average wait time were also displayed. We were told about a recent severe frost event on a Monday morning that triggered 1000 calls in one hour which is obviously a challenge to deal with.



RAC has a major contract with Mercedes with a fleet of 70 silver Mercedes branded patrol vans to provide breakdown cover to their customers and we were shown around a room dedicated to this contract at the top of the building. Data on recurring issues with cars can be fed directly back to Mercedes so that production changes can be made in the factory to stop problems at source. There is also a technical centre where different car manufacturers can bring their new vehicles in and show the RAC mechanics around them and classrooms where theory can be taught.

Finally it was off to view a demonstration of an RAC patrol van by Chris Fellows – a patrolman of 14 years experience. They really are a mobile workshop carrying an impressive range of 500 parts and equipment from the obvious fan belts, bulbs and batteries to components that commonly fail on vehicles such as ignition coils for Renault and Peugeot. The RAC also make parts that commonly fail such as a metal gear linkage for a Vauxhall Corsa to replace the plastic original which commonly breaks.



A vital piece of kit for the RAC Patrol is their Toughbook– a small, rugged laptop which can do a diagnostic scan of a car and display the relevant fault codes. These devices also carry a wealth of information from tips and solutions to both common and unusual problems, tow bar wiring diagrams and new car model summaries to instructions on how to get into different cars when locked out.



Around 40 % of all calls are battery or tyre related. The " puncture, no spare " scenario is becoming increasingly common so the RAC has developed a Universal Spare Wheel which , with the help of a combination of washers and spigots can fit virtually any wheel. They rely on getting them back from the tyre dealers! Dedicated tyre and fuel patrols are available to focus solely on these issues. Apparently putting the wrong fuel into a vehicle is a peculiarly British phenomenon and not common elsewhere!

Another essential piece of kit allowed for the drilling out of locking wheel nuts – often the adaptor has been lost or the member has taken the advice of keeping it in a safe place too literally and put it in a kitchen drawer at home! There was also a demonstration of the impressive rapid deployment trailer which fits neatly into the back section of the van when folded and then extends out to allow a vehicle to be towed by lifting the front wheels.

Overall it was a really informative and enjoyable day and thanks to the team at the RAC who were great ambassadors for their company.

Andrew Griffiths

GAM/IAM Member

From IAM RoadSmart (HQ)

As the snow disappears, the potholes emerge -Blog post Januray 2018

The snow has come and gone...for now, and the big melt has revealed lots of fresh damage to road surfaces across the nation. If previous years are anything to go by, thousands of drivers will be considering a claim for damage to their car from driving through a newly formed pothole. If you are one of them, here are some points to bear in mind:



Local authorities spend a lot of time and money defending claims for pothole damage if they think the claim is unreasonable, so make sure your claim is justified. Every case is taken on its own merits, but the best way of assessing whether they will fight the case or pay for the repair without question is to ask yourself (and answer honestly), "would a reasonable driver, driving at a speed appropriate for the conditions, have been able to see the pothole in time to either avoid it, or slow down enough to be able to drive through it without damage to the vehicle?"

If the answer is "yes", then forget the claim and drive more attentively next winter.

If the answer is "no", then you should write to the local authority responsible for the road and include details of the pothole and the damage, along with the cost of repair.

When assembling your evidence, be aware at all times that the pothole is in a road; don't do anything to endanger yourself or others. Describe the exact location, for example, "on the B1066 eastbound, 25 metres west of the junction with High Street, Appleton" is a lot better than "on the road near Appleton." Try to get a photograph with the image indicating the scale – a wide shot which includes your foot on the verge will give an idea of the size. If possible, measure the depth as well, since depth is one of the main criteria determining whether the pothole deserves urgent repair.

Most councils have a website for reporting potholes; check whether yours has already been reported and monitor how long it takes the authority to repair it. A very rough guide is that if the pothole is under 40mm deep, you are unlikely to win a claim. If it is over 50mm deep, you stand a fair chance of success (this guideline is used by many authorities to classify serious and minor damage and is based on the success of past claims, so it's a good guide).

Finally, get a proper description of the damage from a garage or qualified mechanic, together with the cost of repair and photos on any damaged parts. Keep any parts which are replaced and offer them for inspection if required.

By Tim Shallcross, IAM RoadSmart's head of technical policy and advice

Auto parking and lane assist technology consultation

A national consultation on remote control parking and motorway assist technologies.

On 19 December 2017, the Department for Transport launched a consultation on plans to amend regulations and the Highway Code.

The consultation asks for your views on proposed changes to the Highway Code, which would allow the use of remote control parking and motorway assist.

These changes will help us safely take advantage of the benefits of automated vehicles.

IAM RoadSmart

GAM awaits the outcome of the consultation with interest.

A checklist to towing a trailer safely

On average there are 4,809 towing incidents annually which commonly occur on motorways and major A-roads. So to help you stay safe on the road, this week's tips are packed with towing advice, courtesy of the [National Trailer and Towing Association](#).

Towing vehicle

The trailer operator or the driver of the towing vehicle, if different, has the responsibility for the safe operation of the trailer and needs to carry out the following checks:

- Be sure to check that your driving licence entitles you to tow the combination of a vehicle and trailer.
- Have you checked the weight? Remember to ensure that the load you intend to carry is within the trailer's official payload.
- Bear in mind that the actual gross weight being towed needs to be within the towing vehicle manufacturer's recommended maximum towing limit (whether braked or unbraked).

Trailer checks before each journey

- If the trailer is laden, is the load correctly distributed and secure? To stop your trailer from being unstable, spread the load across the board and avoid having too much or too little nose weight. Even a heavy load will need to be strapped down, as gravity itself is not enough.
- Before you set off, check that your lights are working correctly and are damage-free. Whilst doing this, also check that the lighting cable and plug are in good condition.
- Be sure the correct number plate is fitted. This should be the same registration number as your vehicle and needs to conform to DVLA Standards.
- Check that your breakaway cable or secondary coupling is undamaged and connected correctly to a suitable point on the tow bar or towing vehicle. As well as inspecting for damage, make sure that the trailer is correctly coupled to the towball or pin.
- The tyre pressure must be correct and all tyres free from cuts, bulges and with adequate tread (including the spare). Remember, tyres must have a continuous tread depth of at least 1.6mm on cars, light vans and trailers, across the centre three-quarters of the width.
- It's crucial that the wheel nuts and bolts are tightened to the correct torque for safety and for a smooth journey.
- If required, are the mudguards secure and in satisfactory condition?
- Take into consideration the size of your vehicle and the trailer. Is the coupling height correct? Check that your trailer is not excessively nose down or nose up. If your vehicle and trailer don't align, get an adjustment plate to accommodate this issue.
- Be aware of the national speed limit for a vehicle towing a trailer. The maximum speed limit on a single carriageway road is 50mph, and 60mph on a dual carriageway or motorway.



Too tired to drive ?



Richard Gladman, IAM RoadSmart head of driving and riding standards, shares some tips on how to avoid the dangers of falling asleep at the wheel.

Extreme tiredness can lead to micro-sleeps. This is a short episode of drowsiness or sleep that could last a fraction of a second or up to 30 seconds. A car driving at 70 mph will travel 31 meters per second, giving plenty of time to cause a serious crash during a micro sleep.

The effects of losing one or two hours of sleep a night on a regular basis

can lead to chronic sleepiness over time. So ensure you are well rested and feeling fit and healthy before you set off.

Make sure you take regular rest breaks to split up the journey when driving on a long, boring stretch of a motorway. It's good practise to stop at least every two hours and it's essential to take a break before the drowsiness sets in.

If necessary, plan an overnight stop. If you feel too fatigued to carry on driving, then book yourself into a hotel at the next service station and sleep it off. Wake up fresh with a good breakfast, and carry on your journey. It's good to note that a caffeine high may be a quick fix, but it is not a long term solution and certainly no substitute for proper sleep.

You're bound to be tired after a full day at work, so avoid setting out on a long drive after you have finished for the day. It's best to start your journey earlier on, and when you're more alert.

If possible, avoid driving between the two peak times for sleepiness. These are between 3am and 5am and also between 2pm and 4pm.

If you have taken prescribed medication, then seek advice from your GP as to whether you should be driving or not. If bought over the counter, then read the instructions on the pack or speak to a pharmacist.

Richard says: "Even the fittest of us need regular sleep to perform at our highest standards. Driving requires full concentration at all times and if you are tired, your ability to concentrate is reduced. Our internal body clock (circadian rhythm) is usually set to deal with our normal lifestyle, extra care needs to be taken when driving during a time we would normally be at rest. Stop, rehydrate and rest if you need to."

If you have friends and family who are unaware of advanced driving techniques, please share these tips with them to help them stay safe on the road.

Living alongside HGVs Driving tips

Driving in front of, or even behind, an HGV can be a bit daunting. But there's no need to panic as Richard Gladman, IAM RoadSmart's head of riding and driving standards, is here to help with seven top driving behaviour tips to keep you at ease on the road.

If you have friends and family who are unaware of advanced driving techniques, please share these tips with them to help them stay safe on the road.

- When you're driving along the motorway, you'll notice a lot of foreign HGV number plates. Bear in mind that the driver will be sitting on the left hand side rather than the right, so you may be difficult to see and the driver may be acclimatising his lane position in the UK. Take extra care when passing and allow more space if you can. Be

aware also that a lot of UK registered trucks are also LHD because they spend most of their life on the Continent.

- We've all heard the saying "if you can see their mirrors, then they can see you." But an HGV can have up to five mirrors, and the driver is only limited to looking at one at a time so they may not see you. Hold back and you will eventually be visible in their mirrors.
- Identify when there is a likelihood of the HGV changing lanes. Is there a slip road coming up which will be joining traffic and may force a lane change? Or if there is an HGV in lane two, are they likely to change back into lane one? Be accommodating by hanging back and allowing them to pull into the lane they are looking to move into.
- At some point in time, we've all experienced heavy spray from an HGV in front of us, you can control this by extending the distance between yourself and the lorry. The Highway Code suggests four seconds in the rain but if needed, make it more. Not only will it prevent your wipers working overtime, it will also improve your vision beyond the HGV.
- An articulated lorry will track sideways in a right hand bend on the motorway and on a roundabout so avoid being beside it. A good rule of thumb is to be safely in front of or safely behind, but never beside an HGV when entering a roundabout.
- If you see a queue of traffic in front of you and have an HGV behind you, introduce your brake lights early to pre-warn the driver behind and slow down gradually. This will let the HGV driver extend their braking distance and stop in plenty of time. On a motorway or dual carriageway, hazard lights can be used to show drivers behind you of any issues further in front (Highway Code rule 116).
- Despite being legally limited to 60mph, an HGV can only physically go a maximum of 56mph on the motorway. So if you do see a HGV on the right hand lane, give them a helping hand by slowing down and letting them into the left lane. Facilitate the pass if you can.



Richard says: "As any HGV driver will tell you, they sometimes need a bit of extra space to move down the road. Visibility can be restricted, and no amount of mirrors will allow all of the blind spots to be monitored all of the time. By applying some simple rules and sharing the road space, we can make life easier for all of us. On a roundabout they will need more than one lane so let them have it, a few seconds delay will be worth it if you prevent an accident. Walk that mile in the other man's shoes and understand what we may need."

IAM RoadSmart

Drink-driving is on the up again – IAM RoadSmart urges Government and police to get into action to reverse worrying trend

IAM RoadSmart has urged police and Government to act now to reverse a serious upswing in the numbers of people killed and injured through drink-drive crashes in 2016.

The Department of Transport says provisional estimates for 2016 show that between 200 and 280 people were killed in accidents in Great Britain where at least one driver was over the drink-drive limit, with a central estimate of 240 deaths (reference 1). This is a statistically significant rise. The figures released today by the DfT, say an estimated 9,050 people were killed or injured in 2016 in a crash involving a drunk driver and this is also a statistically significant rise from 8,470 in 2015, and is the highest number since 2012.

The total number of collisions and accidents where at least one driver was over the alcohol limit rose by six per cent to 6,080 in 2016. IAM RoadSmart was concerned enough by the static figures since 2011 but this new upswing underlines that is the time to get into action with more proactive policies.

Neil Greig, IAM RoadSmart director of policy and research, said: "Today's figures are hugely disappointing. We need more targeted policing and a lot more driver education regarding drinking and driving. Targeted policing in known areas would send a clear message to those still prepared to have a drink and drive.

"We suggest a two-pronged attack: firstly, continued education and a lower limit for the law abiding majority who might stray or who don't yet understand the risk, and secondly, getting the police to be more up front about what targeted enforcement actually means as they seek to catch those selfish enough to ignore the current limit."

IAM RoadSmart also reiterated its call for compulsory drink-drive re-education courses for all who are caught driving over the limit.

IAM RoadSmart



Does racing improve the breed?

IAM's Shaun Cronin writes

When it comes to the development of cars and motorcycles, manufacturers have proven time and again that the lessons they learn from putting their cars through their paces in racing environments, can eventually be used to improve their products for the general public on the road.

Consider this: Jaguar introduced Dunlop Disc Brakes to the Jaguar C Type to conquer the Le Mans 24 hours back in 1953. Whilst discs had been around a while, this win proved decisive and led to manufactures fitting them to production cars. This was however admittedly much later, as I remember well the puny single leading shoe drum brakes on my first car, a 1967 Mini!

The 24 Hours of Le Mans and The Monte Carlo Rally also led to the development of the quartz-iodine headlamp bulb by Marchal and Cibie. "Twice as bright as a standard bulb" said the advertisements in 1964 and priced one bulb at £1 6s 8d which was quite expensive back then.

So if cars and motorcycles can be improved by using them on the track, what about the driver or rider? Some of our greatest racing drivers and motorcycle riders have a level of skill that can only be described as sublime when it comes to what they can do with their machines. You only have to watch the car control of Lewis Hamilton, or the way Marc Marquez can recover a motorcycle from seemingly impossible angles to know how highly tuned in they are with their machines. They have developed those skills on the track over many years. Sometimes by trial and error.

How does track work link in with our advanced driver or rider course? I have heard British Superbike rider Shane 'Shakey' Byrne talk about how to take a corner on a track. He spoke of getting

in the right place on the track on corner entry, sorting out the speed of approach with braking, grab a gear, lean in and roll the throttle open. Sounds to me a bit like being in the right position, travelling at the right speed and with the right gear engaged. If you add maintaining a positive throttle through the curved path and of course, being able to stop in the distance you can see to be clear and remain on your own side of the road, then there you have it. The five key principles of cornering according to Roadcraft.

I competed on the National Gravel Rally Championship in 2005-2006 and this personally taught me a great deal about car control at speed and on changing surfaces. I was lucky enough to work with multiple British Rally Champion Marcus Dodd and the HPM Motorsport Team using a Group N Prodrive Subaru Impreza. The 'bug-eye' Impreza, a legend in motorsport, was a very capable car and I can understand the 'if in doubt, flat out' approach of Colin McRae. To me it meant if you thought it was going wrong, keep your right foot hard in and the car will pull you out. Clearly this was the Roadcraft bit about not lifting and maintaining a positive throttle in the curved path! It works.

If you want to take the opportunity of improving your own personal skills in your car or on your motorcycle then IAM RoadSmart can help you. We have just released the dates for our 2018 Skills Days. Definitely not a full on track day, these very popular events are skills development days but using the racing circuit as the safe learning environment. Take a look at the Skills Day page for full details.

Enjoy the drive and ride.

By Shaun Cronin, ***IAM RoadSmart*** Regional Service Delivery Team Manager (Southern)

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

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

More car technology issues-

Active Cruise control – A help or likely to reduce our skill levels?.....some interesting research.

An interesting BBC article from November 2014 by Tanya Mohn

A possible downside of driver aids, such as adaptive cruise control (ACC) is explored by French researchers. Their study suggests a downside to these aids including allowing drivers to have less control overtaking other vehicles, managing the direction of their own vehicles, and have longer reaction times.

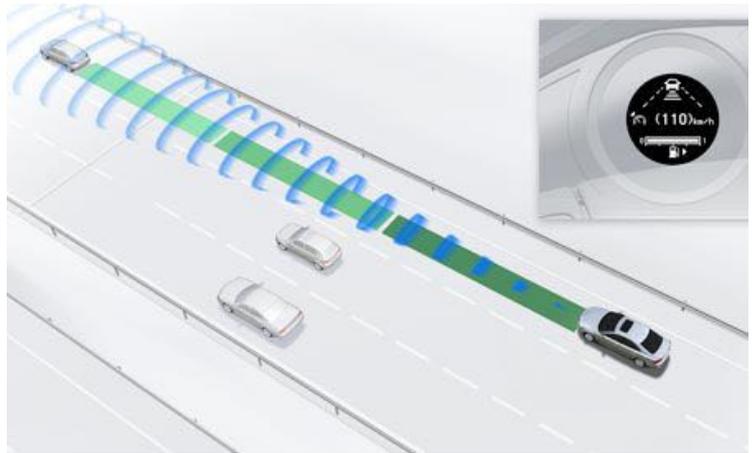
The study, which measured the effects of cruise control and speed-limiting devices on driver vigilance and behaviour, was released by the French based **VINCI Autoroutes Foundation for Responsible Driving**. "The less work the driver has to do, the less alert he will be behind the wheel," said Bernadette Moreau, General Delegate of the Foundation, which researches hazardous driving behaviours. "It is widely known that these tools are very effective to maintain safe speeds, but call for user savviness and awareness" to be safe. Driver attentiveness is a hot-topic issue worldwide, with various governments pondering legislation that would supplement bans on texting while driving with strict limits, or outright bans, on using internet-enabled features while their vehicle is in motion.

The study indicated that by automating control of the vehicle, there is a decline in drivers' attention and control, which reduces their ability to respond to hazards. For example, when cruise control and speed limiters were used, drivers showed reduced ability to merge into traffic due to greater difficulty in modulating vehicle speed.

The aids also caused drivers to remain in the overtaking lane for longer periods of time and to move back into the slow lane less often. Drivers straightened their vehicles less often when using these devices, and had substantially slower reaction times, especially in emergencies. These behaviours grew more pronounced with the duration of travel, especially when using cruise control.

Generally, the reduction of alertness and control was greater when using cruise control than with speed limiters, the researchers said.

The research was conducted by the Centre d'Investigations Neurocognitives et Neurophysiologiques, a laboratory operated under auspices of the University of Strasbourg and the state-owned Centre National de la Recherche Scientifique. Research was conducted in three separate sessions in 2012. Ninety men and women, equally represented, in ages ranging from



18 to 60 and older, participated using a driving simulator. They were required to alter speed in response to four different scenarios under different driving conditions: using the speed limiters; using non-adaptive cruise control; and controlling the vehicle without the use of driving aids. The study also found that episodes of drowsiness occurred more frequently when cruise control was utilised (and to a lesser extent, with speed limiters) than when drivers controlled vehicle speed.

Moreau said that to her knowledge, the study was the first of its kind. An earlier study by the foundation on drowsiness behind the wheel indicated that the average French driver has an hour less sleep each night than 15 years ago, and in the days leading up to vacations, many have even less sleep than usual. Given cruise control and speed limiters are often used for longer trips, the impacts of sleep deprivation found in the earlier study, combined with the findings of the newly released one, suggest caution when using these aids before extensive travel.

The foundation recommends that driving aids be switched off in certain situations, such as when traffic is dense or when approaching speed-reduction areas like construction zones or toll stations. And during long-distance trips, when the tools are often in extended use, drivers should take rest breaks to recover attentiveness. "These are tools drivers can use but they need to use them at the right time," Moreau said. "These tools are meant to assist, not replace, drivers."

GAM Chief Observer on speed



Firstly, I must say a huge thank you to Phil Headen, my predecessor as Chief Observer, for all his hard work over the last few years. Phil helped build an amazing team of highly trained and committed Observers who collectively assisted 43 people in passing their advanced test last year alone. I must also say another thank-you to the Committee for supporting me in this new challenge.

For those of you who don't know me, I passed my advanced driving test, with a First, in January of 2014 and immediately signed up for my Observer training. I have been a National Observer for over three years and also hold the position of Vice Chairman. I recently re-took my advanced test in order to become a Fellow. Fellowship is a new initiative from IAM RoadSmart where for a marginal increase in the annual membership fee, you are retested every three years ensuring you keep driving to the advanced standard over the years. Professionally I run a small consultancy, providing information technology strategy services to the Financial Services sector, which means I usually have the pleasure of a daily commute to the City of London bookended by a delightful drive along the Surrey/Sussex border.

For my first contribution to this newsletter, I'd like to talk about speed ... Many of us will have read recent news articles in which Chief Constable Anthony Bangham has called for motorists to be punished for speeding at just 1mph over the limit. Now I'm sure this is only of academic interest to

our members, who will remember Observers telling them to be aware of the prevailing limits and to control speed.

But such a change in policing policy and practice is not without its problems; it can lead to an obsession with the speedometer. If we are checking our speed too frequently, we are not looking at the road ahead of us adequately and will miss information (the cornerstone of IPSGA). A speedometer check can be costlier in terms of time than you may think as our eyes need to refocus from distance vision, to near vision, and back. Head-up display technology is finding its way into more and more new cars, and after-market equipment is available; while this has some benefits (not needing to look down), it still requires us to make the switch from distance vision to near vision and back. It can also be a distraction in our field of vision and a digital speedometer (wherever it is) can make us number obsessed.



Unfortunately, a policy change intended to improve road safety could end up having the opposite effect if implemented.

So, what can we as advanced drivers do? My advice to Associates for some time has been to develop their own sense of speed: to be able to judge speed accurately without the need to look down at the speedometer too frequently. How do we do this? In a 30mph zone, without looking at your speedometer drive at what you think is 30mph for a short time, then check your actual speed; odds-on you'll be over or under by some small margin; keep repeating this exercise until you have calibrated your sense of speed. We get all sorts of cues to help us with this calibration: the obvious one being visual, but also road and engine noise contribute greatly. Once you have mastered 30mph, repeat this for other limits. With enough practice you will be surprised how your sense of speed develops.

I mentioned prevailing speed limits, this again can be a challenge to know. Please don't rely on your satnav as the data can be out of date, and forward viewing camera systems can easily miss signs when they are hidden by vegetation, road dirt and damage. As advanced drivers, we must be masters of our own destiny and as always, good observation is the key: the most obvious is the change of limit signs, but also repeater signs in 40's and 50's, and the other cues of street lights, the urban/rural situation and single/dual carriage ways all help tell us what the limit is. Another tip: when you cross a speed limit change, vocalise the new limit as a method of reinforcing it in your subconscious.

Finally, managing our speed is not just about slowing down, it can also be about speeding up as well. While we must not feel compelled to drive at the speed limit, we must not let our own vehicles become hazards by driving too slowly for the situation around us.

Advanced driving can be summarised as *effective hazard management* – we must be acutely aware of the hazards around us and have a good plan to minimise the risk they present, while not letting ourselves become a hazard for others.

If there are any other driving topics you'd like to see discussed in this newsletter, do not hesitate to e-mail me at: chief.observer@guildford-iam.org.uk.

David Mesquita-Morris

Chief Observer

POWDERY or FLORIDA

By John Holcroft

Based on the title you may be wondering what on earth this article is about. I expect, though, that anyone who has done the advanced driving course with Guildford Group will recognise POWDERY. One of the elements of advanced driving is pre-drive vehicle checks. When I first became

an observer (many, many years ago) we used POWER to help us remember what these checks were. Some time later, as life got a little more complex, the mnemonic morphed into POWDERY.

Petrol, **O**il, **W**ater, **D**amage, **E**lectrics, **R**ubber, **Y**ourself

POWDERY is derived from police driving practice. The 2013 edition of Roadcraft includes a POWDER (no Y) checklist. Interestingly the IAM's "How to be a better driver" makes no reference to pre-drive checks and the current Associate Log-Book refers to pre-drive checks in an appendix, but does not use any mnemonic at all.

All this brought me around to thinking about whether POWDERY, after many years of use, is still fit for purpose. That's really what this article is about. It's a tongue-in-cheek assessment of POWDERY for today's advanced driver.

At this point I need to distinguish between pre-drive checks and the cockpit drill. (Sometimes new Associates confuse the two.) My definitions of these two terms are -

- Pre-drive checks - regular safety checks, completed outside the car.
- Cockpit drill - a series of checks before every journey carried out from driver's seat.

Thinking of a modern vehicle with an internal combustion engine how well does POWDERY fit?

Petrol - Setting aside the fact that a high proportion of cars on the road these days are Diesel (D not P), surely this is not a pre-drive check but is part of the cockpit drill. When did you last dip your tank?

Oil - All internal combustion engines need oil so the O is ok.

Water - I haven't put water in any car for twenty years or more. Water/glycol mix yes, but not water. And what about some other essential fluids under the bonnet, for example brake fluid, clutch hydraulic fluid and screen wash. I might be being pedantic but is W a good summary of all these fluids? I think not.

Damage - A good thing to look for, so D is ok.

Electrics - Ah, that must be checking the brushes on your dynamo, or the tension in your fan belt. Or perhaps checking the specific gravity of your battery acid. We used to do all these things years ago, but today when we say Electrics we mean Lights, so why not L?

Rubber - A good word covering the tyres and wiper blades. R is ok.

Yourself - Perhaps the most important element of all and the cause of most collisions. Y is ok.

Of course it's easy to critique other people's work, but can we come up with something better than POWDERY. I tried and found it much harder than I expected! Luckily there are Internet apps that allow you to input letters and then give you dictionary words incorporating as many of the letters as possible. Using that approach I came up with (you guessed it) FLORIDA.

Fluids, **L**ights, **O**il, **R**ubber, **I**, **D**amage, **A**lways

I hope this doesn't need any explanation. It wouldn't be any good if it did. Well alright, two letters need a bit of explanation!

I - am I in a good state to drive?

A - we could manage without it because FLORID is a word, but it doesn't have the same ring as FLORIDA so we should Always complete these checks.

That was my best effort, but perhaps you can do better. A challenge to members!

Before you turn the page let's also think about electric vehicles (EV). (Hybrids are more popular now but I think they are a temporary fix until batteries become more efficient.) How does POWDERY stack up against a BMW i3, a Nissan LEAF or your favourite EV? By my reckoning, eliminating the irrelevant letters we're left with DRY - Damage, Rubber, Yourself. Of course this is

debatable but I can't believe anyone can seriously suggest POWDERY is a suitable mnemonic for pre-drive checks on an EV. We need something more appropriate.

John Holcroft

GAM Observer Training

EV driving – Advanced driving in a Nissan LEAF



GAM greatly appreciated the assistance given by Keith Wicks of Bishops Nissan in Guildford for the 4 day loan of a 2017 Nissan LEAF EV (Electric Vehicle). John Holcroft and Gordon Farquharson spent some time with the car, and provide our impressions from an Advanced Driving perspective.

To start, some background information related to EVs, energy consumption, CO₂ generation, and the motor vehicle energy efficiency rating systems might be useful:

1. What are my electric vehicle's CO₂ emissions? (some of the data here is taken from an ABB Company paper written in 2017 by Maciej Marcinek.)

Electric vehicles (EVs) are becoming more affordable for the ordinary motorist. More efficient batteries with increased energy density, innovative EV charging infrastructure and lower prices make the EVs a more accessible and attractive means of transport. Generally EVs are promoted as CO₂ neutral, which is true when considering the point of use, where there is no direct emission from the vehicle. Of course, the electricity that powers them has to be generated in a power station, transmitted to a charging point and then it is fed into the battery. So the amount of CO₂ emitted by the EVs is depended upon the technology used for power generation. The more fossil fuels are used in generation, the greater CO₂ emission at the generation source, and due to power transmission losses. Also when considering CO₂ emissions from EVs, power transmission and battery charging losses need to be considered as well. Let's look at some numbers:

- UK Grid power generates on average 500g CO₂/kWh, taking into account a spread of fuel sources, and UK's typical 8% distribution losses. This compares to nuclear dominated France's 88g/kWh, and Norway's hydro dominated 2.2g/kWh. UK National Grid statistics in real-time can be found on <http://gridwatch.co.uk>.
 - A typical medium sized petrol car produces around 350-400g CO₂/mile (Carbon Trust figures).
 - A hybrid is of course in between the two.
 - If an EV car has an effective range of 150 miles for a 40 kWh battery charge, this equates to 130g CO₂/mile. This will of course improve as the UK's electrical power gets cleaner. The lucky French will only produce about 25g CO₂/mile, and the Norwegians even less!
2. Some relevant acronyms and information about the efficiency rating systems for cars:
 - LEAF – Apparently Nissan say LEAF means "Leading Environment Friendly Affordable Family Car".
 - The old NEDC – The New European Driving Cycle (**NEDC**) is a driving cycle, last updated in 1997, designed to assess the emission levels of car engines and fuel economy in passenger cars (which excludes light trucks and commercial vehicles). The picture at the head of this

article, claiming 155 miles per charge (24 kWh), is based on this system in highly idealised conditions.

- The new WLTP - Under conditions defined by EU law, laboratory tests are used to measure fuel consumption and CO₂ emissions from passenger cars, as well as their pollutant emissions. The current lab test – called the New European Driving Cycle (NEDC) – was designed in the 1980s. Due to evolutions in technology and driving conditions, it has become outdated today. The European Union has therefore developed a new test, called the Worldwide Harmonised Light Vehicle Test Procedure (WLTP). The EU automobile industry welcomes the shift to WLTP, and has been contributing actively to the development of this new test cycle.



THE BENEFITS OF WLTP

WLTP WILL INTRODUCE MUCH MORE REALISTIC TESTING CONDITIONS. THESE INCLUDE:



More realistic driving behaviour



Higher average and maximum speeds



Optional equipment: CO₂ values and fuel consumption are provided for individual vehicles as built



A greater range of driving situations (urban, suburban, main road, motorway)



Higher average and maximum drive power



Stricter car set-up and measurement conditions



Longer test distances



More realistic ambient temperatures, closer to the European average



Instead of average values, WLTP will enable best and worst-case values to be shown on consumer information, reflecting the options available for similar car models



More dynamic and representative accelerations and decelerations



Shorter stops

It should be noted that at the time of writing you will have seen the huge Nissan promotion of the new 2018 model. GAM has not tried to pass any judgement on the benefits or otherwise of EVs, or attempted to compare the LEAF with other products. Our interest is in the driving experience, and providing useful guidance for Advanced Drivers and our Observer cadré.

Having said that, we must point out that the new 2018 LEAF is a huge step on from the previous model (the one we tested), including the capability of full one-pedal operation with variable regenerative braking force adjustment, and larger battery capacity (24 to 40 kWh). The front cover shows the new 2018 LEAF model alongside the 2017 model we tested. The car we tested was a top spec version with leather upholstery, built in Nissan's Sunderland plant.

The basic spec of the test car. A single electric motor with a fixed ratio transfer gear and differential drives the front wheels.

Battery capacity 24 kWh.
Power 80 kW; 109 PS; 107 hp.
Torque 254 Nm; 187 ft-lb.

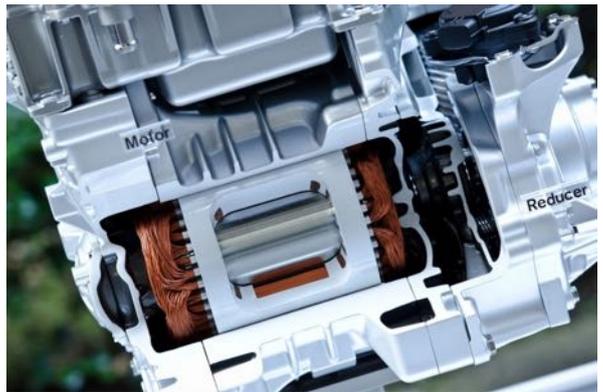
POWDERY or FLORIDA (see John Holcroft's article in this newsletter about pre-driving checks). Preparing to use the car is pretty straight forward. The instruments and warning lights are similar to most modern cars. Of note is the digital speedometer, and the water temperature gauge. Why you might ask???? The car has a water filled cooling system to prevent battery overheating. Range is the concern for many (usually called range anxiety!). The blurb says 155 miles. The best predicted mileage we saw when fully charged for winter driving was 135 miles. So, if you did a 100 mile round-trip, and wanted 30 odd miles in reserve for an emergency, 100 miles range seems to be reasonable. This requires careful journey planning, and getting into the habit of plugging in when possible. The larger battery in the 2018 model will give you a safe 150 miles.

Driving the car. The driving position was good for 6'4", and was comfortable for a 100 mile run. The Nissan Leaf has three transmission modes. These are Reverse, Drive, and B Mode. The B-mode being a more aggressive energy regeneration mode. When driving in B Mode you'll feel the car noticeably slow down when you take your foot off the accelerator, and you'll see the car harvest energy on deceleration. However, the car still requires 2 pedal driving like a regular automatic car. The 2018 Leaf is rather different, and has a more tuneable energy regeneration mode that will allow 'One Pedal' driving if you wish. This is similar to the BMW i3 we tested previously, and the new Hyundai Ioniq. Once you've finished your journey, you can check your driving stats on Nissan's 'Connect-EV' smartphone APP.

Immediately you notice quiet smooth seamless power delivery due to the development of maximum torque from zero motor rpm. The available power and torque provide quite nippy if unexciting driving. As all EVs, the peak torque from zero revs means the car is deceptively quick off the mark without feeling you're thrashing the engine. One of the biggest driving challenges is developing a smooth style.....In B-mode, the combination of immediate torque, regenerative braking as you come off the gas, and a digital speedo all require learning to drive in a different way to avoid over and undershooting your target speed. Using the 'Speed Limiter' function took all the effort out of maintaining a steady speed. However, setting the speed limiter can be distracting (eyes off road). You can of course accelerate through the speed limit set.

Based on this driving experience there are some important general pointers for GAM Observers who are mentoring an Associate in an EV:

- POWDERY/FLORIDA must cover range.
- Make sure your Associate is fully conversant with the operating mode, particularly the energy recovery or harvesting. Ensure they can vocalise the functionality clearly.
- Ask them if they drive 'One Pedal' or 'Two Pedal'. In 'One Pedal' mode, the foot brake (friction braking) need only be used in emergency.
- In 'One Pedal' mode watch for overbraking on approach to junctions – a tendency to stop short. Judgement requires some serious practice.
- Steady driving in a 30 or 40 mph limit, when in 'One Pedal' mode also requires lots of practice to be smooth.



We hope you found this article interesting. If it's your first EV experience, you really need to try an extended test-drive to see if it is for you.

Gordon Farquharson

John Holcroft

GAM

GAM MEMBER INFORMATION

IMPORTANT GAM DIARY DATES

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

Observed Sunday Runs for 2018:

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 David Mesquita-Morris please.

2018 dates: 5th April; 7th June; 2nd August; 4th October; 6th December.

Committee Meetings 2016/17 (Wednesdays)

Location to be confirmed, 8pm - 10pm.

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

AGM 2018 Saturday 22nd September.

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	David Mesquita-Morris
Paul Woozley	Ben Bridge
Geoffrey Knight	Celia Dunphy
Mark Duncan	Alan Powley

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:

John Austin
Steven Bell
Mark Bennett
Debra Boniface
Dermot Brennan
Jeremy Brookes
Jonathon Cooper
Andrew Cutting
Rachael Daniel
Harajan Deusi
Terence Fisher
Martyn Fowler
Teresa Garrett
Matt Price
Nick Rogers
Stephen Tait
Paul White
Ben Wright
Stephen Macallan
Mark White
Simon Duffy Thompson

Mark Griffiths
Michael Guest
Matthew Hands
Jessica Harridge
Wendy Hayter
Christopher Hayward
Ravi Kadara
Nina Kaikini
Alex Katon
Timothy Kent
Caroline Kirkland
Fiona Llewelyn Jones
Susan Mark
Aiden McCarthy
Barry Meston
Val Pascual
Lesley Pearce
Elizabeth Olisa
Derek Scott
Katka Cyprova
Mike Carpenter

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.

Jacob Hayes
Howard Dixon
Adele Chantry
Andy Jackson
Lindsey Brown
Graham Orrick
David Simkin
Graham Bullock
Jack Mason
Peter Juson
Jessica Mountford

Gerald Blues
Cat Wallman
Christopher Couldery
William Da Rocha Goulter
Reginald Bull
Tamsin Coton
Mark Griffiths
Jane Powell
John Harrison
John Seymour

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
CHIEF OBSERVER & Non-Sunday Run Co-ordinator	David Mesquita-Morris	chief.observer@guildford-iam.org.uk
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EVENTS CO-ORDINATOR	Gearóid Conneely	events@guildford-iam.org.uk 07785 265 909
TRAINING OFFICER	John Holcroft	training@guildford-iam.org.uk
LOCAL OBSERVER ASSESSOR	John Panting	07999 338616
OPERATIONS 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 2018 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:

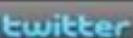
- the cost of the IAM Advanced Test
- the first year's membership of the Institute from the date of the first run
- copy of 'Advanced Driving' course manual
- copy of the Highway Code
- Associate membership of the Guildford Group

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 ***(let us know your experiences!)***.

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?