

GAM

Guildford Advanced Motorists



Newsletter

Christmas 2018



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Chairman Ranshaw's Christmas message (December 2018)

I hope this newsletter finds you fit and well and enjoying the best of the Festive Season? As I write this in November, it has just turned cold with a mini Beast from the East about to hit us. A timely reminder to consider all-weather tyres then? If you have not tried them, especially in icy or snowy conditions – you should. They transform the driving experience. I was lucky enough to spend a couple of days this year with IAM RoadSmart and Continental Tyres at the Mercedes Benz facility in Brooklands and also at the Dunsfold Aerodrome (while it still has a runway!). I have to say the difference between part-worn 'normal' tyres and all weather is extraordinary. At Dunsfold we had an extra in the form of a model 'car' that was used to demonstrate how city emergency braking worked. I found this rather disconcerting. We spend our driving lives trying to NOT hit the car in front. This exercise involved driving at the model whilst waiting for your car's radar to sense it arriving and then applying the brakes in time to stop your car a few inches away. I guess you might get used to it, but as a novice I found it quite frightening in action. A very impressive system that must save lives and prevent injury and is now fitted to most cars by default. Then at Mercedes Benz World at Brooklands driving along the very wet runway at 40mph and then yanking the steering from left to right fairly violently whilst missing the cones. A fun day and a great learning experience.

To keep my skills up, I decided a while ago to try and get a licence to be an Approved Driving Instructor (ADI). This was a trickier campaign than I had planned... The CRB check was easy. The theory (Part 1), I breezed (with a fair amount of work I hasten to add!). Part 2 (An enhanced driving test), didn't quite go as I planned. I followed a car into a railway tunnel out towards Woking, to find that the priority was against me and there was a car waiting. I also was not moving my head around at all when I moved away from stationary. Fail ! I re-took it a week later in Sevenoaks and passed with no issues. Phew ! We then had a long hot summer.... Part 3 – my ability to coach/teach with a client-centred approach. I will let you know how it goes... No pressure then!

If you are contemplating Christmas presents for your family, friends or relations, don't forget that you can buy them the Advanced Driving Test as a present – go to the IAM RoadSmart website and buy one? If you are a member and you may be thinking your skills have lapsed, then call us and book a free check drive. We would love to see you again to renew your vows...!

I thank everyone who supports us as a group, especially the committee, observers, friends of the group and of course the associates and the members. We also welcome all of our new Portsmouth friends as well – we will get things moving socially there again in the new year.

A very Happy Christmas and Prosperous New Year to you All.

Safe Driving,

Graham Chairman



Guildford Advanced Motorists (GAM) are delighted to announce that Victor Olisa PhD QPM has accepted the position of President of the group.

Victor joined Surrey Police in 1982 straight from university, where he studied Biochemistry. He joined the City of London Police in 1990 where he worked as an operational uniformed Inspector and the Fraud Squad investigating large scale corporate and financial fraud in the UK and abroad. In 2003 he went to the Home Office to work on Stop and Search as part the Office for Criminal Justice Reform. In 2005 he was awarded a PhD in Criminology by the London School of Economics and Political Science. He transferred to the Metropolitan Police in April 2006 in a variety of senior management roles. From 2009 to 2010 he led the work on one of the Commissioner's strategic priorities to deliver safety and confidence to Londoners: Professionalism. In April 2012 he was promoted to Chief Superintendent and posted to Bexley Borough as a Borough Commander. In 2013 he become Borough Commander of Haringey. He then became the Head of Inclusion and Diversity

for the Met, between 2016 and 2017. In 2017, Dr Olisa was awarded the Queen's Police Medal for distinguished police service. In October 2017 he retired from the Police Service and is currently carrying out research into police leadership as a Visiting Fellow at the London School of Economics and Political Science and working as a Governor at Treloar's and Director of Safeguarding at Surrey County Football Association.

Victor came to GAM earlier this year to do his Advanced Driving Test, passing with a F1RST. He is now training to become a Local Observer. GAM looks forward to working with Victor to improve our links with the emergency services and driving safety groups locally and nationally.

We thank the outgoing President Alan Bone for his help and guidance over the last three years.

Graham Ranshaw
Chairman, GAM December 2018.

Editorial matters

Welcome to the latest edition of our GAM Newsletter.

In this edition we have combined important GAM reports and association information, articles of interest and guidance generated by IAM RoadSmart.

This edition has been sent to members 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.

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.

Disclaimer: *Driving is never a black and white activity, but full of grey areas, therefore neither GAM or IAM are liable for any consequences you may experience as a result of reading our advice. You are the driver. You should be in control of your vehicle at all times.*

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 (GAM Editor).

GAM 2018 AGM Report

By Chairman Graham Ranshaw

Welcome everyone here and thanks for coming. Another very busy year – very enjoyable - very productive as always, this being the 43rd year our Group has been in existence! (Born in 1975)

Welcome Nic Farci to the AGM – a good friend of Stuart Haythorn and here to tell us about autonomous vehicle technology.

We have in Guildford (GAM) a highly qualified and motivated group, recognised by the central IAM RoadSmart charity as being top performers! I want to personally thank everyone who helps with and runs the group. The Committee, Observers, partners, relatives and friends. Of course, we would have nothing to do without a strong flow of Associates coming through.

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. Thank you to everyone connected with us. We

sadly lost one of our observers this year David McCarthy. He had over two decades with GAM and was an excellent observer. He was my mentor when I first became an observer. A gentleman and petrolhead, owning a classic Ferrari and others. We enjoyed working with him; he was a lovely man, intelligent and very engaging. He will be missed.

A big item on this year's agenda has been the Portsmouth Group. Sadly, IAM RoadSmart decided to close the group. This has left observers and members 'hanging' without a team in place to manage them. GAM was asked by IAM to take on the group members and associates, which has happened over the last few months. We obviously welcome them into GAM with open arms. Specifically, Rob Lodge, Shaun Dymond and John Peabody-Rolf are the three National Observers who now work with us to help road safety across the south. With a few adopted postcodes from SLAM due to operating issues earlier in the year, GAM now runs from outer London to the South Coast! There is a progressive transfer of members between the groups now, which will be ongoing for a few months yet. PAM were used to a monthly members meeting, which we will try to reinstate later in 2019. The longer-term goal is to re-establish an operating base in the Portsmouth area and ultimately to dis-engage from the Guildford Group. This may take years to achieve, but is nonetheless a goal for us. Noteworthy is the support we have received from adjacent groups – Southampton and Central Southern Groups have been very supportive and our thanks go to them.

Finance – with a very healthy bank balance, GAM is more than secure. Michael Tilney will give a report in a minute. I believe we are in a good place, and he is managing our reserves and our accounts in a very professional way – thank you.

Secretary. My personal thanks to Paul Whitehead; he is amazing, always thinking ahead of issues and covering them in a calm and professional manner.

The Committee. We moved our committee meetings from Ripley Village Hall to the Drummond Arms in Albury. No complaints from the team and we can now have an orange juice and a meal in very nice surroundings. I like to think we run a happy and productive committee. We nearly always run out of time as there are many topics to debate.

The Operation. Looking at the differences between September 2017 and 2018 it is amazing what we have achieved.

- Observer numbers – about the same.
- ADC Sales for previous 12 months – As of September 2017 – 55 vs September 2018 – 89.
- GAM pass rate is a very stable 85% with the region average being 87% - but we are running nearly double the associates through than other groups.

The Sunday Run on the 3rd Sunday of every month is now a very busy morning. We are regularly managing 40+ associates through, which is amazing. Jacqui has managed the operation for a couple of years now and has improved the efficiency of the process no end. I do not know how she does this with a full-time City job as well! Alongside her is David (her husband), who is our Chief Observer. This time last year, we had Phil Headen in the Chief Observers role, but for personal reasons, he had to resign in short order. David stepped in without hesitation and is managing the observers and all of the training in a very professional way. David is quite rightly stepping away from the Vice-Chairman role this year. We thank Phil Headen for his tireless effort given to the group. Non-Sunday Runs have increase during the year as more observers have taken on this responsibility. Thank you to all those Observers. The net effect of this is a serious increase in capacity and reduced Associate 'Order Book' / waiting list! So, the trial of a 'mixed economy' of Sunday Runs and NSRs seems to work well at the moment and is always under review.

Group Sign off approaches. This is a new scheme whereby the Group (GAM) is able to sign off an associate as a full IAM RoadSmart Member without them doing the test. It relies on a strong, methodical and progressive training regime, that is verifiable, with records. David is managing the adoption of this in GAM. We have selected potential associates and are currently starting the process in anger.

Social Events. Whilst PAM held a monthly social event for their members, we have traditionally not done many socials. In the last two years, we have focused far more on pushing associates through the system and getting past their ADC. We will start by trying to re-instate the meetings in

Portsmouth area, likely early next year. We make no apologies for not doing social events – it takes yet more time and effort from a very limited resource. Of course, if anyone here today would like to come and help...??!!

Finally, thank you all for remaining members of the group and I hope you all enjoy the newsletters – which take Gordon and a small team of helpers a LOT of time to produce. They are improving every issue – if you have any content for them please get in touch.

From IAM RoadSmart (HQ)

Want to avoid a scare this winter? Be prepared! Then make sure you clear the cobwebs from your de-icer and ready-mixed washer fluid and get your vehicle up to scratch for the bitterly cold weather we're experiencing. To help you with this, Tim Shallcross, IAM RoadSmart's head of technical policy, has put together five top tips:

1] Inside job. Months of air conditioning and a dusty bloom builds up a grimy layer on the inside of the windscreen, so spend a couple of minutes getting it really clean. Use a window cleaning fluid or a microfiber cloth. A squeaky clean surface will eliminate glare from the low autumn sun and greatly reduce the likelihood of the screen misting up. Carefully clean the rear screen so that you don't damage the heater elements and you'll save having to put the heated rear window on so much, which can cost two or three mpg while it's on, says Tim.

2] Wipers. If you get that horrible squeaking noise, it's time to change the wiper blades. When the new blades sweep the screen in efficient, rain clearing silence, you'll be grateful you did. On icy days always check that your wipers are not frozen to the glass. Attempting to get them moving can blow a fuse or damage the motors, just adding to your woes. The same problem can sometimes affect electric wing mirrors. If really low temperatures are forecast don't fold them in the night before.

3] Washer bottle. Ready-mixed washer fluid can be an expensive convenience; it's typically £5 or so for five litres – more at motorway service areas – and most of it is just tap water. Many supermarkets sell concentrated fluid which will dilute to make at least 20 litres for less cost, even more when the weather's mild and there's no risk of the washers freezing. Alternatively shop online, but don't be tempted by hi-tech sounding premium priced products or the very expensive "specially developed for X make of car." On cold days, don't use the washers until you feel warm air coming out of the heater, otherwise the spray may freeze on your windscreen leaving you driving blind.

4] Frost and ice. If there's no magic windscreen defrost switch in your car, buy a custom made ice blanket or just cover the screen the night before with a sheet. Do not use newspapers for this as they tend to disintegrate into a soggy mush. Invest in a good quality ice scraper and a few tins of de-icing spray and, most importantly give yourself that extra ten minutes to get the car ready to go. Clear the whole screen, not just a letter box area in front of the driver. A badly cleared screen is dangerous and is an offence. Three points and a hefty fine can be the reward for skimping.

While you scrape and spray you can have the engine running with the heater set to maximum demist. But cars are at their most polluting and wasteful when cold, so you won't be doing the environment or your wallet any good. As soon as the windows are clear, drive off. It is illegal to leave a car running unattended as well as being a huge temptation for the casual thief. Most insurance companies may not pay out if you make it easy for someone to steal your vehicle.

5] Damp. Clear damp or snowy boots and coats out of the car when you get home – if you leave them in overnight the water will evaporate and condense on the inside of all the windows. It'll take ages to clear and the car will feel damp and miserable for your morning commute. Even leaving them in the boot will make the windows wet and foggy, so get them indoors where they'll dry out properly.

Tim Shallcross is IAM RoadSmart's head of technical policy.

More Winter tips

Some more IAM RoadSmart tips to prepare you for the colder weather that's nearing us.

It's important to keep the windscreen clean. Try to get scratches, abrasions and chips fixed as colder temperatures can make the damage worse. Keep the windscreen washer topped up with a more concentrated screen wash mix to ensure it doesn't freeze in action. And don't forget your de-icer.

Check your tyres. The legal limit of a tread depth may be 1.6mm but anything under 3mm will see a potential fall off in grip and braking performance. If long-term cold weather is forecast, and you can afford it, invest in a set of winter tyres approved by your car manufacturer. Don't follow urban driver myths of reducing the tyre pressure to get more grip – it simply doesn't work!

Set up a pre-winter check list. List things that need to be checked such as the car battery, bulbs, wiper blades and electrics. You don't want to be stranded in a cold car in the middle of night waiting for the recovery team to get you up and running again. Take a look at our set of tips of the eight essentials to carry in your vehicle

Dress appropriately for the weather. It may be surprising but too many drivers dress based on a working car heater. If it breaks or you are stranded you can easily be caught cold. Start to plan for the really bad weather with a survival kit in the boot. Spare clothes, a torch, mobile phone charger, some emergency rations such as water, chocolate and a tow rope and shovel to help yourself and others.

Richard said: "Winter is unpredictable but Highways England and your local authority are already planning for it by building up their salt stocks and getting the snow clearing equipment out of storage. If they are getting ready then why shouldn't you? With a little bit of preparation you can avoid getting stuck and adding to the problems that bad weather can bring."

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

The dangers that lurk on our safest roads - motorways

On Wednesday night I sensibly got an early night, conscious that the following day would be a busy one – our Annual General Meeting preceded by a meeting with our trustees.

So I was deeply asleep at 1:30am when I received the phone call all parents dread – my eldest step-daughter had been involved in a collision on the M1. She had rear-ended a lorry... did she nod-off? Were his lights on? Who knows? And she was standing on the hard shoulder with the lorry driver not knowing what happens next. She had not had a drink and fortunately she was not badly injured but the car, which coincidentally was to be offered in part-exchange the following week, was a write-off.

The police arrived and her car was taken away – but how was she to get home? I contacted the RAC, but we didn't have accident cover, just breakdown, so they would not help. So it was off with my jim-jams and out into the freezing night at 2:30am to collect her. Thankfully the traffic officers took her off the motorway and I met my very relieved step-daughter at the sanctuary of a BP garage.

So what are the lessons? Motorways are comparatively safe, but can be much more dangerous late at night – you might be tired (in which case take a break), or hypnotised by the lights (again slow down and take a break) or surprised by lane closures as repair works are often carried out at night.

In the wee small hours, expect the unexpected. And think about what might happen if you are involved in an accident, in which you are not hurt but stranded. The dangers of motorways and dual carriageways were also brought home to me this week with news that two Good Samaritans were killed on the A20 as they were helping the driver of an overturned car. Fast moving traffic is dangerous as collisions at speed are far more likely to end up in fatality. The RAC recently encouraged drivers who see one of their breakdown vans on the hard shoulder to move over and slow down – very sound advice.

It always amazes me when I see a vehicle broken down on the hard shoulder with a warning triangle 20m behind it – warning triangles should not be used on motorways. If you do find yourself in the position of being the first on scene of a crash, we always advise not to try and cross the live carriageway to call for assistance. If you do see the crash and have to stop, put your hazard lights on and slow down a long way from the incident, slowly rolling in and controlling the traffic behind you. If you can use an emergency phone it will locate the incident to the Highways team. All marker posts at the side of the motorway are numbered, again this will locate the incident and tell the emergency services if you are in carriageway A or B.



So where can we at IAM RoadSmart help? I would like us to target what I call the “nervous middle” – those inexperienced or simply less confident and capable drivers who would really benefit from our help. Historically they would have been daunted by the “advanced” tag, so our new IAM RoadSmart identity works better. That’s not to say we should move away from our heartland - good drivers who wish to become even better, absolutely not.

The good news is that I am pleased to say that my step-daughter is on the mend – a broken finger, cracked ribs, dented pride and bent metal. And a promise to spend a bit of time with Richard Gladman, head of driving and riding standards, in the near future.

By *Mike Quinton*, IAM RoadSmart Chief Executive Officer

GAM Chief Observer - What to do when you see blue ????



Blue, red and green lights are used by the emergency services along with sirens as additional signals to alert us of their presence. The list of emergency services entitled to use them is too long to list completely here, but day-to-day we see police, ambulance and fire services on the road, however we could also see bomb disposal, mountain rescue and even HM Revenue and Customs using flashing lights! Please note that the rest of this article assumes that the blue lights aren’t because a police car is wanting you to stop. You’re an advanced driver, why would they?

We often see the lights and hear the sirens of emergency vehicles around us, but do we know the best way to react? The Highway Code has a few comments to make on this topic and I hope that this article will expand on this advice.

The first thing to do is put yourself in the position of the driver of the emergency vehicle and ask yourself “what are they trying to achieve?” *The answer to this question is typically to make progress. They will be on a call and are trying to get from A to B as quickly and safely as possible. The next consideration is how can you best help them make progress?*

Ask yourself, will they be able to keep their momentum passing? When slowing/stopping, are you positioning your vehicle such that they can smoothly and efficiently pass, or are you creating an obstacle, requiring them to slow down? *If the answer to the questions above are no, you may be better off keeping going with them behind you. They are highly trained so will be aware that in this circumstance that you're actually helping them rather than hindering (in such cases they will probably turn the siren off).*

It is also worth looking at any other signals they are giving, including their vehicle's body language, do you think they may be turning soon, in which case, just keeping on going may be the best help. Also consider what oncoming traffic is doing? If two of you stop close together, you may block the carriageway altogether. When you do decide to pull over and stop, do not forget to signal clearly in advance so the driver of the emergency vehicle knows your intent.



One last point to note is emergency vehicles with blue and red lights have certain exemptions to the traffic laws to help them respond quicker, whereas vehicles with green lights do not. Never forget that as a civilian, you do not have any such exemptions to break any traffic laws in an attempt to help the driver of an emergency vehicle. Therefore, do not exceed the speed limit, do not cross red traffic lights, do not drive in a bus lane, the list goes on...

Stay safe and if you see blue, think: "am I helping or hindering the driver of the emergency vehicle?"

Until next time...

David Mesquita-Morris

GAM Chief Observer

Note that David has also found an interesting link from the DoT entitled "Vehicle Speed Compliance Statistics, Great Britain: 2017"

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/743878/vehicle-speed-compliance-statistics-2017.pdf

The following table from the report is illuminating!

Percentage of vehicles exceeding the speed limit by road type in Great Britain in 2017

	 Cars	 LCVs	 Articulated HGVs	 Rigid HGVs	 Short Buses	 Long Buses	 Motorcycles
Motorways	48%	49%	1%	56%
National Speed Limit Single Carriageways	9%	..	20%	37%	35%	30%	26%
30mph Roads	52%	55%	42%	50%	35%	28%	54%
20mph Roads	86%	84%	..	75%	53%	77%	85%

.. Data is not available

Reflections on GAM's Observer training in November 2018 - Changing Gear

David Mesquita-Morris, GAM Chief Observer, arranged a really useful observers training course on 4th November to help us focus on gear changing. The session was attended by large number of GAM observers, a trainee observer and we were delighted to welcome Ryan Francis one of IAM road smarts examiners.

The session started with a presentation and discussion session focused on our subject of advanced driving gear changing. One of the most interesting things to emerge from the discussion was that a large number of our Observers and Associates drive automatic cars of one sort or another. Having said that, a review of the technology quickly focused on the fact that there are many automatic transmission configurations, and that each one needs to be understood by Associates and Observers, and best practice in the use is likely to be somewhat different. Our primary responsibility as GAM Observers is to make sure that our Associates know what they have at their fingertips (and feet) and how to best use the asset for safe and progressive advanced driving. The main gearbox options we are likely to find are:

- Manual 5 or more commonly now 6 speed. We will be quite unlikely to find 3 or 4 speed gearboxes with overdrive any more unless you're into classic cars.
- Torque converter automatic - three or four speed.
- DCT double clutch automatic 6 to 9 speed.
- CVT continuous variable transmission automatic.
- EV electric vehicle gearless. (Note: some may have a fixed ratio reduction gear and differential in the final drive assembly.)

In addition to these basic automatic types we are also likely to find additional attributes that vary significantly from model to model, including features such as sports modes, "Tiptronic" and flappy paddle manual override. Life can get even more complex in that sometimes selectable sport modes can include re-characterisation of suspension and sometimes steering sensitivity. Clearly it is important to be a master of what you are driving. It was clear to everyone that the traditional IAM RoadSmart practice was probably still based on 1950s manual transmissions and associated vehicle technology.

My personal driving and Advanced Driving experience (Course & Test) has been largely with automatic vehicles with a gap in the middle when the thrill of two modified Prodrive Subaru Imprezas (5 speed manual close ratio) tempted me back to the manual gearbox. Today, I think if I was looking for a high-performance ICE car, then I would look for one with an automatic DSG sequential gearbox. I believe that the automation can do a better and more efficient and repeatable job than I can do every time. Maybe this is a function of age/maturity.

During the GAM training session, my group of three observers went out in one 6 speed manual and two sequential automatics (6 and 8 speed). So, what did we learn, and what conclusions did we come to? We decided that we need some consistent guidance to address some of the following key points. Perhaps we need a new "*GAM Guidance note*" on the subject:

- Be clear when brake/gear overlap is ok.
- Avoid steering input gear overlap always.
- Rev match on down changes in open road situations.
- Block change up and down to reduce, when appropriate, unnecessary over frequent gear changes.
- Select a lower gear on long down-hills to maintain restricted speed. Brakes should be used to reduce speed (no rely on lower gear).
- Select lower gear in preparation phase for overtaking.
- Have a clear 'red traffic light' stopping drill.
- Ensure Associate can demonstrate ability to override gearbox (and exit override mode).
- Have a clear 'red traffic light' temporary stop mode.

Gordon Farquharson (GAM Editor).

Temporary Stop (waiting at red lights) with a DSG gearbox

I looked up this article following a discussion during the GAM's November 2018 Observer training day (see above). *Gordon* GAM Newsletter Editor.

IAM RoadSmart advice for VAG group DSG gearboxes. Richard wrote *"For many years now our advice in relation to 'automatic' gearboxes has remained the same when waiting at traffic lights – it has always been 'apply the handbrake and keep drive engaged.'* This was regarded as best practice for a generation of gearboxes where more wear was caused during the gear selection than would be caused by allowing the torque converter to idle with mild load on it.

Things have moved on in the area of automatic gear selection and some systems we regard as 'automatic' are actually more akin to a manual gearbox with assisted selection. We have recently had some communication regarding the issue of what to do during a prolonged stop with the DSG Tiptronic boxes as fitted to VAG group cars (VW, Audi, SEAT, Skoda). Conventional advice may well result in premature clutch wear (the engaged gear system will be slipping a clutch to prevent movement) and the advice given by VW is to apply the handbrake and select neutral if stationary for some time. This is to minimise wear to the system.

The activation of stop start systems is also different from manufacturer to manufacturer and what will allow the operation in a BMW may not work in a Toyota. To promote safe effective operation of not only the ever developing gearboxes, but also the environmental aids it is essential that an associate reads the vehicle and gets information with regards best practice for their particular vehicle specification.

It is not possible to offer a one size fits all piece of advice, it is as likely to vary from model to model and definitely will be different when you change manufacturer. If after reading the manual an associate is still unsure I would point them in the direction of the manufacturer's forums which have in depth discussions on such points readily available. Failing that I am happy to try and help with individual cases via e-mail if the answer appears unavailable elsewhere."

By *Richard Gladman*, head of driving standards IAM RoadSmart.

Teresa inspired by GAM



After watching an amusing but scary programme '100 year old driving school' I vowed that if I should become a danger to hang up my car keys and take the bus. It then struck me that I had been driving for forty years and hadn't re-visited the 'Highway Code' since the day I passed my test. Taking into consideration that traffic signs & regulations are frequently changing and that and that the roads are busier and faster, I would set myself a challenge, to join a local IAM group to test my driving ability with a free taster session. I booked a session with Guildford Group IAM (GAM) after which I realised that I had picked up a lot of bad habits that needed addressing, as well as a heavy right foot.

My first run with (GAM) was in November 2017, I was a little nervous but was made to feel welcome, after an induction with a group of new members, went out on my first run. I was encouraged from the start to carry out POWDERY & cabin checks before setting off, instructed in the purpose of IPSGA & TUG and the importance of using it in all driving situations. Through 10 runs was given hints tips and sayings to help me remember how to deal with hazards. I was also advised to learn my car and its capabilities and study a copy of the 'Highway Code'. I was pleasantly surprised at my first set of marks and was determined to practice and read my hand book along with a copy of the highway code.

Over the next 8 months I had good runs as well as not so good, sometimes it was one step forward and two steps back, and all that the weather could throw at me, which was good practice in itself. But GAM pulled out all of the stops to help me get through, arranging a non-Sunday run to Newsletter of the Guildford & District Group of Advanced Motorists

make up for one missed while on holiday, and best of all Graham Ranshaw gave up his time on a Saturday afternoon to take me out on a pre-test run the week before my test. He put me through my paces covering everything that I had learned over the past 10 months, including controlling my heavy right foot, and a good bit of advice that he gave me was 'buy yourself time'.

Test day Sunday 16th September 2018, a bright dry day and I was feeling surprisingly calm, I drove to a meeting point in Ascot practicing spoken thoughts all the way, another aspect that doesn't come easily to me. I met my tester on time and, after a brief chat, carried out my POWDERY and cabin checks, explaining some of the cars features, then drove for 45 minutes giving spoken thoughts all the way. It really helped me concentrate and I picked up signs and situations a lot earlier than I had ever done before, and in the back of my mind was 'buy yourself time'. At the end of the test I parked the car to be told that I had passed and then, to my surprise, was given a F1rst. I was on cloud 9 couldn't believe I had a F1rst.

I am now considering taking a Masters sometime in the future but for now I'll continue practicing, reading my books and watching the occasional Chris Gilbert or Reg Local Video.

Since starting at GAM the changes to my driving habits are too many to mention but the most obvious improvements are that I have lifted my vision and so pick up on situations ahead before they become an issue, I am much more aware of signs, road markings and speed restrictions and I have even tamed my heavy right foot.

I have to thank all of the Observers at Guildford IAM for the time that they gave me, all of their help, instruction and patience that they showed.

But my special thanks go to Jacqui Mesquita-Morris, Operations Manager, who never gave up on me and kept me motivated throughout, and to Graham Ranshaw, Chairman, who gave up his time to really inspire me to succeed.

Teresa Garrett – GAM Member

A PHYSICIST WRITES . . .from January 2018

Thinking back to 2002 when I started writing these columns, it astonishes me how many news stories and other items I've come across, just in the last few months, that would have made little sense to me back then, a mere 15 years or so ago! In the November newsletter [of our Thames Valley Group] alone, there was mention of the DSG twin-clutch automatic gearbox, which first appeared in 2003 (and I love it on my Golf) – and of stop-start systems, which automatically cut and restart the engine as needed, when you're in a queue.

I'm not sure I would want to have one of the latter on my car. When I hear such a restart, it sounds exactly as if the driver had stalled the engine accidentally. And it must require an extra-robust battery and starter. Though I believe that recent Mazda cars get round this problem by simply firing whichever one of the cylinders has paused in the right position (in its four-stroke cycle) to kick-start the engine. Now that, I think, is rather clever!



Then last month it was reported that electric cars are becoming cheaper to buy and run than petrol and diesel models (calculated over a four-year ownership period, and allowing for all costs and subsidies). In 2002 I don't think I had any awareness of electric road vehicles other than trams and trolley buses – and milk floats, which must be one of the most historic (if not anachronistic) common sights on the roads today.

But in fact electrically powered highway conveyances have been 'in development' for 150 years and more! For most of this time they have lagged far behind the internal-combustion engine in success and popularity. Only in the past 15 years have they really emerged as a serious alternative to it.

The worries about electrics have not gone away, though: the highest range (on a full charge) that I have seen quoted for an 'affordable' car is still only around 150 miles, and I guess that's when

driving steadily on level roads and with every accessory turned off. But even in these most favourable conditions the full range would never be available in reality, because who would risk running their battery down to near zero charge? And perversely, if you can't stop yourself from habitually just topping it up, the capacity of the battery will gradually decrease...

Then there's the problem for pedestrians, and especially the poorly sighted, of not being able to hear electric and hybrid vehicles coming. The EU took urgent action on this in 2014, decreeing that new models in these categories must generate artificial sound as soon as next year, and likewise all such cars sold from 2021. So that's all right then – if the plan isn't scuppered here by Brexit. But why didn't the manufacturers see the need for some noise coming, and incorporate it from the start? (And how is it that whispering Rolls Royces etc can be escaping this regulation?)

Anyway, you can bet that intensive research is going on to improve battery performance, and electric cars in general, aimed at ensuring that they eventually outnumber conventionally powered vehicles. Though as their range increases, I don't see an easy solution to the problem of how to fully charge a higher-capacity battery at home overnight if, at the same time, you want to be able to run domestic heaters or kitchen equipment and not blow your main fuse (rated at 60 or 80 A, probably)! Still, public charging points will become much more common. And I wonder how soon reviews of petrol and diesel models will start to include the warning: Be aware of how few filling stations remain, across the country...

I was similarly slow in becoming generally aware of self-driving cars (which for space-saving reasons I like to call autos, remember?): they were certainly not on my columnar radar when I began occupying these pages, though experiments with them started way back in the 1920s. Even in 2011 when I wrote about 'road trains' – radio-linked convoys of auto-lorries that were being envisaged for motorways – I had little idea that around the corner (so to speak) was the prospect of my coming face to face with a car whose occupant might be reading or dozing, and relying on sensors and a computer to avoid me!

Since then I've learnt that the development of autos has been officially laid out in five stages, progressing from Level 1 which encompasses adaptive cruise control and lane-keeping assistance (features available to us today of course), through Level 3 in which the driver can focus on other things but must be able to take control fairly quickly if necessary, to Level 5 where there are no controls, and hence no driver. Currently, experimental autos have mostly attained somewhere between Levels 2 and 3, are being developed by several different companies, and have in total covered millions of road-miles (though not without incident).

But what is the public's view of driverless driving? Quite a number of surveys have been conducted (mostly abroad) in the last few years, with varied conclusions. Taking these in at a glance, I might summarize them by saying that a significant proportion of drivers either wouldn't want to give up hands-on motoring, or are worried about the risk of an auto's system being hacked, or both.

A recent survey in Germany reported that (notably among the young) men "felt less anxiety and more joy" towards autos, whereas women were the opposite. Research last year in the UK suggested that a majority of motorists would not buy one. However, opinions can change – and there's no doubt that the technology will progress further towards Level 5.

What will probably delay the appearance of autos (particularly higher-technology ones) on UK roads are factors other than public opinion, namely laws and regulations, insurance and liability, roads and infrastructure... so says a fascinating report that I've just read, based on consultations with many experts, and which I can recommend to anyone wanting to know more about the likely future of autos in this country.

To find it, google PA Consulting Autonomous, and go for the Autonomous result. Scroll down its page until you see "Download the UK Report". (You will have to provide a few innocuous details about yourself before downloading.) I should mention that what I like to call 'autos', the authors of the report refer to as 'CAVs'. Also, rather confusingly, having first set out the five levels of automation I referred to above, they ignore them and bring in their own five-level scale for assessing progress towards the various goals.

A cartoon at the start nicely illustrates the complexity of introducing autos to public roads. But don't copy my mistake: for quite a while I failed to notice that below this cartoon the report was double-page spread, and that I was reading only the left-hand pages in my (reduced-size) screen window!

Peter Soul. Peter is a physicist who has been writing articles for Thames Valley Group of Advanced Motorists since 2002. He gives us permission to reprint relevant articles. See www.petersoul.co.uk

GAM supports a day with the WI, training in Kent



Several GAM Observers supported this driving assessment event held at Kent Fire and Rescue HQ in Rochester (October 2018). The HQ is a wonderful facility with a really good lecture theatre, accident scenarios, cafeteria and break-out areas.

Alison Wright, a GAM Observer writes - "It wasn't just the 52 WI ladies of Kent who enjoyed their driving

day at Rochester in October – all the 20-odd observers who attended and gave their services (5 from GAM) seemed to have a great day as well.

The day began with an awareness film shown by the Kent Fire and Rescue Service, who hosted the event. They showed a film originally intended for 18 to 25 year-olds, which was intended to shock – and it certainly did. A young driver was shown rolling up to his car in the middle of the night, getting into it and driving off (no seat belt, of course) It was an accident waiting to happen, and when he got his mobile out and concentrated more on that than on the road ahead, it did.

As soon as the bang happened and all went dark, the screen on which the film had been shown rolled up into the ceiling of the small auditorium, revealing a real-life situation behind, which continued the story. There was the car, embedded in a lamppost, and members of the Fire and Rescue team were busy taking off its roof and doors. Through the gloom one could make out a body lying across the bonnet – the young man had come straight through the windscreen.



Because the firemen were alive and working and moving about, it brought the whole situation to life. But the body across the bonnet never moved. It was a very sobering scene. The firemen then described their feelings when they arrive at the scene of such a crash, and the policeman told how it felt to knock on the parents' door at three o'clock in the morning.

For part of the rest of the day the WI ladies learnt how to respond if they were first on the scene of an accident, and what the causes of a specific accident might be. Unfortunately the observers missed that – we were out on the road in Kent, doing two observed

runs.

The worst part was mugging up the route – the directions were less than clear, and we had no knowledge of the landscape, so it needed quite a time beforehand writing out our own directions! In the event, all went well. My two ladies were a joy to take out, and it emphasised the problem

that we meet all too often at Guildford – we only get the good drivers! I'm sure the event was only attended by those WI members who were interested in driving in the first place, and therefore most likely to be the good drivers. I personally know WI members in Surrey who could really benefit from a day spent with the IAM!

We were told to be really kind and gentle to the drivers - in the event we were so kind and nice that 29 out of the 52 signed up to do the Advanced Driving Course ! – a great result, but what a shame we didn't get a few people whose bad habits, carefully developed over a lifetime, make them a potential danger to themselves and everyone else.

Stuart Haythorn, IAM RoadSmart Area Service Delivery Manager reported that 52 WI ladies attended the day with 29 signing up to take on the Advanced Driving Course - with one lady even signing up her husband! This fantastic result was all down to the supportive and gentle approach in our coaching expertise in allowing the ladies to enjoy their drives and then carefully consider how they can develop their driving in the future.

There were many really positive comments that IAM RoadSmart have been requested to keep confidential. Stuart went on to say that "You all were wonderful ambassadors for IAM RoadSmart on the day by showing consideration, expertise and a sense of fun in your coaching with the WI ladies. These are the assets that make the observing volunteers from IAM RoadSmart, stand out in the advanced driving world and ensure that IAM RoadSmart is the most popular place to go to in the UK, to receive advanced training."

Stuart Haythorn, Area Service Delivery Manager

Pre-war Advanced Driving

I was fortunate to be part of the GAM team who joined the the North Hampshire Austin Enthusiasts Group (NHAEG) at one of their monthly meetings held at the New Inn, Heckfield. The aim of the exercise was to allow GAM Observers to compare the driving techniques required by these classics with the modern cars we usually see.

After some brief introductions I was taken out by Colin and then Trevor both of whom own very well preserved Austin 10s. A bit of research after the event reveals that the 10 was in production from 1932 until 1947 and 290,000 were made, most of which I imagine have perished. It



Colin's Austin 10. Notice the IAM badge

had a 1125cc side valve engine producing 21 bhp, with all round drum brakes connected by rod and cable. Colin took me out first. He is an IAM member and had recently completed a driving assessment. Suitably re-assured I was invited to get in. I instinctively looked around for the seat belt, but of course there aren't any! Starting was straightforward - just pull out the choke and press the starter. Once on the move the most noticeable thing was the sedate pace. I made the mistake of asking the 0-60 time but was told the advertised maximum speed was a slightly optimistic 55 mph.



Colin told me that a "comfortable" (for the car) cruising speed is 40 mph, which is what we achieved. In terms of adapting driving style to the car the most noticeable point for me was the relative lack of retardation provided by the brakes. All slowing was, to a modern view, very gentle. I was told that much more braking pressure can result in the very narrow rear wheels locking. This all means that forward observation and anticipation has to be good despite the low speed. As a courteous driver you also need to look out behind in case you are obstructing modern vehicles which can be let by. It also means not pulling out at junctions as you would with a modern car - best to look for a biggish gap.

My second run was with Trevor (a close friend of Colin's) in a similar car. Dusk was approaching so Trevor put on the headlights which were brighter than I had anticipated. Again the relative lack of pace was noticeable. Gear changes appeared straightforward. There are four forward gears with synchromesh on all but first. We chatted about Trevor's experiences including the inevitable breakdowns. Trevor mentioned replacing the head gasket at the side of the road and being on his way in about an hour. Try doing that on your modern car. I bet there's lots of plastic parts to be removed before you even get to see the engine proper. You certainly need a comprehensive set of spares before setting off in one of these cars!

One modification to the 10 is the addition of modern direction indicators. The car was originally had trafficators fitted mid-way along the side of the car. These function correctly but the problem is modern drivers expect flashing lights at the front and rear, so as a safety measure these have been fitted.

My overall impression is that an Austin 10 needs plenty of skill to drive it competently but with practice an advanced driver would soon learn the skills.

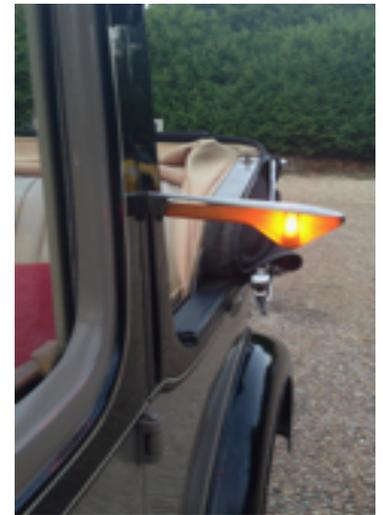
The NHAEG members who took part together with their vehicles were:

- Trevor Edwards A10 Colwyn cabriolet 1935
- John Bennett Austin Heavy 12/4 Clifton 1926
- David Holland Morris Minor 1962
- Tiny Westhall Austin 16/6 Iver Saloon 1931
- Richard Long Austin Carlton 18/6 1933
- Don Breakspear MG Midget 1973
- Colin Greig Austin 10 Cabriolet 1934
- Simon Jocelyn Austin Healy Sprite 1971

John Holcroft - GAM Member, National Observer & Master

Back to the future - Driving a Tesla Model S 70

The entry-level Tesla Model S opens the unique Tesla experience up to buyers with around £50k to spend. Driving any Tesla is a unique experience compared to ICE (internal combustion engine) or hybrid cars, and the 70 series models make the experience somewhat more affordable. The 70D impresses with its acceleration, is easy and relaxed to drive, with EV range anxiety diminished by the significant range of this car.



Today's drivers don't see Trafficators

It is usually the super-quick Tesla Model S P100D with its so called "Ludicrous Mode" that's grabbing all the headlines. In my view this is purely for the headlines, and doesn't reflect any normal sensible user requirement. Anyway the I had the chance to try a friends rear wheel drive 'entry-level' S70.



Cockpit view of a LHD Tesla Model S

It looks pretty much the same as any other Model S, with the levels of kit, fit and finish similar to the more expensive versions. I would describe the car's appearance and physical feel as solid, a bit bland, American and certainly not exciting. Many of the controls come from Mercedes, giving a firm feel. The badging on the boot refers to the 70kWh battery under the floor (compared to a BMW i3's current approximately 33 kWh). The D refers to the dual motor four-wheel drive system – one motor on the front axle and one on the back. Tesla claims a range of 275 miles on a single charge and 0-60 takes 5.2 seconds. The range of course is highly right

foot sensitive, and the 0-60 time is more than adequate for any normal use.

The biggest pleasure driving a Tesla, like most EVs, is the instant torque from the moment you depress the throttle – either at standstill or at speed. It's just a matter of scale between different cars. The 70D gets a huge 524Nm wack of torque, which keeps on coming up to a maximum speed of 140mph (apparently). The 70 provides a comfortable ride on its 19-inch wheels over my short rural test route. You immediately know that it is a heavy car, with nearly 600 kg of batteries alone. You can feel the weight in corners; there isn't a sharp turn-in, the steering has limited feel, and understeer dominates at the limit. However, due to the enormous torque, pulling out of corners and acceleration conceal the weight.

Cockpit drill is rather different from a ICE car, and the minimalist design is dominated by the famous 17-inch touchscreen unique to Tesla. Its like your PC or tablet in that you need to have access to the internet for regular software updates. The software will be continually updated free of additional charge when the car's in range of your home WiFi network. Beware though because the appearance can be changed by an upgrade. Let's hope there aren't any safety critical bugs buried in the software! Standard equipment is good, with keyless operation, navigation, autonomous emergency braking, lane departure warning and DAB radio among the features now more and more common across other cars.

Gordon Farquharson - GAM Newsletter Editor

IAM Member Nick Bond - Remembers Jim Clark 50 years on !

7th April, 1968 – 7th April, 2018

Rumours of his death filtered through the Brands Hatch crowd that afternoon and I did not want to believe them but when I got home and saw his picture on tv, then I knew it was true. Jim Clark, Scottish Border farmer, twice Grand Prix World Champion, racing driver without equal was dead. It happened at Hockenheim in an unimportant F2 race at a circuit now infamous for where he died. He was gone but definitely not forgotten.

I was at Brands that day to see the BOAC 500 mile sports car race and Clark was down to drive the Ford F3L and to take on the might of Porsche, Ford and Lola, if only..... Alas, he had to fulfil a contract that required him to race at Hockenheim instead and his life and career would end there. In previous years I had been privileged to watch him race in a variety of Lotus from the Elite, Cortina, sports/racing type 23 to the type 25 Grand Prix car at circuits as diverse as Snetterton and Crystal Palace and I've never forgotten his performances. In a racing car he was so

smooth with an effortless style but deceptively fast. He had innate feel, balance and sensitivity; somehow he could make a racing car glide round a circuit with wonderful finesse. He had a gift for driving racing cars very fast but if you asked him how he did it, he could never explain; it just came naturally to him.

Now, half a century has passed and after a long drive from Guildford in my Morgan 4/4 I'm in his hometown of Chirnside on the Scottish Borders where the 50th anniversary commemoration of his death is being held. 50 years to the day, in fact. The town had mounted an exhibition in their Community Centre of his life from school days to World Champion. There were artefacts, paintings, drawings, photographs (including my own), newspaper cuttings, magazine articles, books, friends and family reminiscences, a set of his overalls and a wonderful display of drawings and model racing cars and many pieces of written work about Jim by the local school children. Outside was a collection of Lotus racing cars in their classic yellow and green colours including a type 25, one of my favourite Grand Prix cars.

Wherever I went in Chirnside I was warmly welcomed by the local community with sincere and genuine kindness and hospitality. At about 11.45am there was a minute's silence to mark the time he died. Then later a Church Service which I attended. I say "I attended" – in fact there were hundreds of people not only from the UK but from all over the world; a testament to the high regard in which Clark is still held. The church was packed – standing room only – I managed to get a seat in the gallery and heard some beautiful singing before the Service began. Then there were prayers and hymns and eulogies from Jim's family and a wonderful address from the Rector, a lovely, ebullient Scot with a grand sense of humour and a wonderful turn of phrase as in "**Lotus** now praise famous men", for this was no sombre, sad occasion but a celebration of a man revered and loved and remembered fondly in his hometown and way beyond. And afterwards in spite of the rain, accompanied by a lone Piper, many of us gathered at his grave side where friends and family laid wreaths and tributes. That was a quiet moment as the rain fell.

But why is Jim Clark still so revered and honoured after 50 years? I believe it is because he always remained his true self; not boastful nor arrogant nor rude nor overbearing but quiet, sincere and modest; a true gentlemen. Fame and fortune never changed him. At the height of his career, when time allowed, he always returned to his roots, to his farm at Chirnside where he would soon revert to his placid life among friends in the place he loved.

The next day, before leaving for home, I returned to the quiet Churchyard. It was a beautiful, Spring morning quite warm and sunny with a view of distant snowcapped hills. As I stood near his grave, I remembered something someone said the previous day about how Jim would forever be with his people, his folk, in his homeland. All we have left are memories of a very special racing driver and a very special person whose humility and sublime driving skills will never be forgotten. Jim Clark, Chirnside's World Champion. Rumours of his death filtered through the Brands Hatch crowd that afternoon and I did not want to believe them but when I got home and saw his picture on tv, then I knew it was true.....



Nick Bond April 2018

ICC World One Day Cup Tournament Volunteer Driving Experience

– Part 1 by Clive Heavens.

"Your right to volunteer ... may be withdrawn with immediate effect ... for ... seeking autographs or photographs from any player or other well-known person ..." How did I find myself in this position?

This article is the first in a planned series of three describing the process through which I am passing to (hopefully) become a volunteer driver at the International Cricket Council's (ICC) One Day World Cup Tournament, to be held in England in summer 2019. Part 1 covers to the conclusion of the Interview. Should I be successful, Part 2 will describe the training provided during February and March 2019, and Part 3 will describe my experiences as a volunteer driver for one of the country's biggest sporting tournaments.

Like most GAM members, I enjoy driving (under most circumstances!), and it was while searching for Tournament match tickets on the ICC's website that I saw a tab called "Volunteers". The ICC were advertising eleven roles for volunteers, one of which was for drivers. A good, short video outlined the role in more detail, which was taking VIPs from their hotels to match venues, and returning them, safely, and possibly to other venues for sponsors' events. Volunteers had to be available to drive around the match venue closest to their home postcode.

After confirming that I held a full UK driving licence with six or fewer points and that I agreed with four pages of terms and conditions (there were no surprises in them, including the extract from paragraph 8.1 in the opening sentence), I could complete the electronic application form. The questions were mostly about behaviour and character: there were no further questions on driving ability. However, I was able to upload a scanned copy of my National Observer's Certificate and recently-acquired first aid certificate.

About three weeks after submission, I was invited for a half-day-long interview at The Oval (the match venue closest to my home postcode). My interview session was the sixth of eight being held at The Oval and comprised 62 people, a few of whom were potential drivers. (Interviews are scheduled to occur at all the match venues.) Upon registering, I was given a sheet containing nine questions (do you own a dog?, for example) and asked to find the answers: this was a good way of getting people who did not know each other to talk to each other. I was struck by how many applicants, the majority being about retirement age, had served before as a volunteer at major sporting events. This was followed by Staff introductions and an opening video watched by everyone together. After the video, we were split into two equal groups and then subdivided into groups of about six or seven people, doing the same things at different times. Firstly, we had to perform several short, and then one longer, group activities, marked by two Selectors. My interview was after the group activities. I received permission from the senior organiser to post this article on condition I said no more about the activities or interview questions because interviews do not finish until later this year. The activities were, however, very enjoyable and time flew!

My interview lasted about 15 minutes. My interviewer had driven as a volunteer at both the 2015 Rugby World Cup and the 2017 ICC Champions Trophy; this meant that he was able to answer most of my questions. I will have to perform a minimum of three shifts, where a shift "is flexible". My assumption is that, as the matches all start at 10.30am and last about eight hours (including a lunch break between innings), and that VIPs need to be at the ground an hour beforehand and probably for an hour after the match concludes, driving hours will be early morning and late afternoon. Hopefully I will be able to watch some cricket in between, but I have backlog of history books that I am reading, so this may be an opportunity to catch up. My interviewer also noted that driving may occur during matches: he had to perform a hurried collection of kit unexpectedly forgotten by one team's manager during a Champions Trophy match!

There are several reasons why I volunteered. I was inspired by the contribution to the terrific atmosphere at the 2002 Commonwealth Games in Manchester made by the spectator-facing volunteers, I like the atmosphere, and culture of, cricket and, now recently retired, this was an opportunity for me to use my driving skills gained through the IAM for the benefit of others connected to a sport that I enjoy watching, do something I had never done before, and feel part of quite a large team (which I miss now that I am retired).

What will I be driving? Nissan is one of the major sponsors of the Tournament and they will be looking to advertise their premium-brand cars to best effect: therefore, the cars are likely to be a brand-new top-of-the-range X-Trail and/or Qashqai, with automatic gearboxes. I will be given the opportunity to drive the car before I collect my first VIP (helpful because I have never driven a

Nissan before). The cars will contain first aid kits, an accident book and some form of charge card to pay for fuel, parking fees, etc. I was told that the Congestion Charge will be paid automatically, and that insurance will be such that I do not need to inform my car insurance company. It will be my responsibility to keep my uniform and the inside of the car clean. It will be interesting to see if they provide diesels, given the public's increasing dislike of the fuel, or even introduce a new electric vehicle for the Tournament. I will not be allowed to take the car home between shifts.

To provide a scale for the tournament, for all volunteer roles at all venues, there were

20,000+	registrants
10,000	applicants
6,000	selected for interview
4,000	will be chosen as volunteers

The organisers made it clear that no-one would know whether they will be offered a role until after the final interviews are conducted on 21st October 2018. Should I be successful, Part 2 will describe the training provided.

Clive Heavens – GAM national Observer

Blinded by the lights



Have you experienced this problem?

The [British Journal of Ophthalmology](#) has an interesting publication concerning **"Why HID headlights bother older drivers"**

This is a direct quotation from a summary of their article published in 2003.

Driving requires effective coordination of visual, motor and cognitive skills. Visual skills are pushed to their limit at night by decreased illumination and by disabling glare from oncoming headlights. High intensity discharge (HID) headlamps project light farther down roads, improving their owner's

safety by increasing the time available for reaction to potential problems (hazards in IAM speak). (Ed note: this can also be achieved by reducing speed to suit the vision distance available) Glare is proportional to the headlamp brightness, so, increasing brightness also increases potential glare for oncoming drivers, particularly on curving two lane roads. This problem is worse for older drivers because on increased intraocular light scattering, glare sensitivity, and photostress recovery time. An analysis of automobile headlights, intraocular stray light, and night driving shows that brightness rather than blueness is the primary reason for the visual problems that HID headlights can cause for older drivers. The increased illumination from HID headlights is potentially valuable, but serious questions remain about how and where it should be projected.

The full article can be found here <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1771460/>

Highway Code & IAM RoadSmart.

The highway code has some very limited guidance, but IAM RoadSmart covered the subject in March 2017. I quote from our old friend Richard Gladman:

"An enquiry about headlight dazzle got me thinking about how lights have developed since the days of my old BMC Mini. The at best flickering yellow glow the front end of my old friend was made even worse by a wiring malady which, despite the best efforts of a number of 'auto sparks' and talented workers (in their own eyes), was never cured. The regular commute through Epping Forest was often interrupted by a total blackout. The manoeuvre to get to the side of the road was exciting, but the cure: very simple lift bonnet and slam...voila! Lights back on and another morning planned under the bonnet.

Despite its failings the system on the Mini did have advantages. A bulb change took two minutes and a bulb cost £2. The only way you could dazzle other road users was to leave on your main beams or overload the car to point your lights shone skywards and even then the faint glow was never enough to cause permanent retinal damage.

We then moved on to sealed units; a slightly brighter light but when the bulb failed which was still all too common, you had to replace the whole headlamp unit. A DIY job but more costly and often badly adjusted after fitting leaving the car with the appearance of a squint, in the times of dwindling resources not a very eco-friendly system and reasonably short-lived. The ability to dazzle had improved slightly and the adjustment problems assisted in the ability to blind oncoming traffic whilst remaining blissfully unaware.

Improvements in bulb technology led onto the halogen bulb. A fierce beast with the ability to cause pain to any approaching traffic, and for a number of years we followed the instructions not to touch the glass and changing the bulb involved ever more complicated contortions to insert it correctly into the headlamps which are now masked by ever increasing necessities under the bonnet. Switches to compensate for light adjustment when fully loaded and self-levelling systems galore strived to keep our dazzling efforts in check. Main beam however was a different story. Many a knightly joust of flashing headlamps was started with an inadvertent omission to flick that switch back to dipped beam. I imagine the cries of "you are blinding me so you too shall be blind as we approach each other at a closing speed of 120mph, victory to the brave."

That brings us nicely up to date with HID lamps (high intensity discharge lights) which is both immensely powerful and frighteningly bright. The style of bulb used in these applications is reminiscent of an arc welder and we should all know not to stare at that. Even on dipped beam the light produced is often much 'whiter' than we were previously used to giving the impression of being brighter. On main beam an approaching car can make you almost incapable of breathing and when you offer your flash of retort I expect to see the back to the future lines with both vehicles off into hyperspace. So powerful are these beasts that many manufacturers seek to wrest control from us by offering auto dim features that will override our instinct to challenge the oncoming fire-eyed dragon.

This has all led to the increasing use of LED and laser technology on vehicles, infrared options are available to see without any appearance of light. Technology will allow adaptive main beam operation to focus the lights real time away from your potential jousting partner, the sport of dazzle

will eventually become extinct as older cars head towards the light at the end of the final tunnel. What will we find to replace it? Hang on air horns! Who remembers Colonel Bogey?

On a serious note, check your bulbs, have the lights properly adjusted and be considerate to other road users. Dazzle them with your skill and planning, not your badly adjusted lights.

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

I decided to look into this subject a bit more, beginning with some more technical details. HID high intensity discharge lights: I'll assume that we have all moved on from the incandescent lamps of the 60s. Halogen lamps use incandescent filaments to produce the light and the halogen cycle keeps the bulbs clear. HID uses an electric arc as does Xenon short arc. The difference is in the gas used. HID uses a of metallic salts in their gaseous state to produce the high light output. Xenon short arc obviously uses Xenon gas! It is much less efficient, but has the advantage of quickly reaching its maximum output when switched on. HID lamps take a while to reach full output as the metallic salts that make them so efficient are solid at room temperature and must be heated to vapourise them. As electric arcs can have negative electrical resistance, some sort of control gear (ballast) is needed for the last two types of lamps. Light source size is smallest in the Xenon short arc, and is larger in the other two types where sizes are similar.

You might like to look at this clip for some visual evidence of the performance of some of the high-tech light sources <https://youtu.be/f3jRCiHhm8> , and this clip for comparing technologies <https://youtu.be/aXzyi6X8cZ0>

So what else do we need to think about?

Don't get dazzled by headlight glare. Being dazzled by someone's headlights can be disorientating.

The performance of the headlight: Depth perception, ability to distinguish colour, and peripheral vision are worsened in low light conditions. However, with the introduction of xenon headlights, a driver's view of the road is more illuminated than it ever has been. This is great news for drivers, but not so good for other road users who can become dazzled by bright oncoming headlights. To combat this, manufacturers have created 'night-driving glasses' which intend to minimise the glare from headlights. But are these a safe investment?

Tinted night-driving glasses: The amber tint to the glasses claims to reduce the glare and improve contrast, making it easier for drivers to see. However, as the glasses reduce the glare of headlights, light in general is also reduced. This makes objects in the darker parts of the highway almost indistinguishable. Needless to say, these glasses aren't recommended by opticians, as the tinted lenses seem to hinder vision rather than help it.

Other ways to cope with glare: There are many safer alternatives than night-driving glasses. Ensure that your windscreen is clean, inside and out. When a glass surface is dirty or streaked, any light that hits it can scatter and create glare. This should be a priority day or night, as a dirty windscreen can obscure objects on the road.

Don't look directly at the glare from oncoming traffic. If the glare is too much, look down to the right at the white line. This can act as a guide to the road shape. Once passed, focus back on the road ahead.

Keep your headlights clean. The outer casing of your headlights can become dirty over time. Giving them a once-over will increase your visibility to other motorists. As well as better illuminating the road ahead. If there's no white line, look at where the edge of the highway meets the road.

Reduce the brightness of the dashboard lights. This should limit reflections, and stop you having to readjust your eyes from the dark road to the dashboard.

Look after your eyes. Sometimes it's not down to the vehicle. Try to keep your eyes moving to different areas of the road ahead, rather than fixated in one spot. This will reduce the effects of eye fatigue. If you wear glasses, make sure they're clean and scratch-free, as this can affect vision too. Tiredness can also affect vision, so make sure to take regular breaks. You should also get an

eye test every two years. Often the condition of our eyesight decreases slowly over time, so it can be difficult to distinguish changes.

Choosing your next car: But this is not all. When you choose a car, try finding out if it has a cornering function that lights up corners, an automatic switch from high to low beam, as well as a system to avoid blinding oncoming traffic. All these are possible with Halogen and Bi-Xenon lights but LED headlights are much more adaptable and precise.

Gordon Farquharson

Article compiled by the GAM Newsletter Editor

GAM - IAM RoadSmart 'Masters' Roll of Honour'



Peter Laub	2013	Ben Bridge	2017 Distinction
Howard Quinnell	2013	Graham Ranshaw	2017 Distinction
Dmitri Savin	2016		
John Holcroft	2016 Distinction	Mike Hughes	2017 Distinction
Phil Headen	2016 Distinction	David Mesquita-Morris	2018 Distinction

GAM - IAM RoadSmart 'Fellows' Roll of Honour'



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

New GAM Associates & Test Passes

Welcome to all our new Associates. We have many new members to welcome, including those from PAM (Portsmouth Advanced Motorists). See Chairman Graham Ranshaw's welcome at the start of the Newsletter. In respect of the new GDPR regulations, we will no longer publish names without permission. When permitted, we publish test passes on our websites.



For those who have passed the Advanced Driving test, congratulations; keep up the skills you have demonstrated. Have you thought about the next stage - Masters, Fellow?

GAM MEMBER INFORMATION

IMPORTANT GAM DIARY DATES

Look out for events in 2018 & 2019 – See the the GAM Facebook page.

AGM 2019 Saturday 28th September.

Observed Sunday Runs for 2018 & 2019

2018: 16th December.

2019: January 20th; February 17th; March 17th; April 14th; May 19th; June 20th; July 21st; August 18th; September 15th; October 20th; November 17th; December 15th.

Observer Meetings 2019 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.

2019 dates: 7th February; 4th April; 6th June; 1st August; 3rd October; 5th December.

Committee Meetings 2018/19 (First Thursday of Odd months)

Location to be confirmed, 8pm - 10pm.

2019: Thursday 10th January (a special meeting starting at 6pm, and including a celebration of GAM test successes); 7th March; 2nd May; 4th July; 5th September; 7th November.

GAM Scorecard

We thought you might be interested to see what GAM has achieved this year (2018). The table below is a summary of our scorecard is doing in comparison with other groups. We receive periodic scorecards like the one below for October 2018:



Group Scorecard for Guildford Adv.Motorists (2062)

Date: Friday, 02 November 2018

IMI				
	Group	Region Avg		
Total Observers	27	28.2		
National		Local		
	Group	Region Avg	Group	Region Avg
Pass	17	13.0	11	13.9
Referred	0	1.5	0	0.2
OS	2	1.0	3	4.9

Advanced Course Status		
	Group	Region Avg
OS Enrolments	1	5.2
Average Days	1	191
OS Test Ready	99	86.8
Average Days	327	634

Advanced Course Statistics				
	Group	Region Avg		
Allocations				
Last Month	8	5.0		
3 month Average	9	4.8		
Last 12 months	84	48.4		
Enrolments				
	Group	Average Days	Region Avg	Region Avg Days
Last Month	9	4	4.3	12
3 month Average	9	2	4.1	17
Last 12 months	83	2	45.8	23
Test Ready				
	Group	Average Days	Region Avg	Region Avg Days
Last Month	4	209	2.0	297
3 month Average	5	254	2.4	300
Last 12 months	42	258	24.1	279

Advanced Course Allocated Sales		
	Total	Region Avg
Last Month	9	4.9
3 month Avg	9	4.7
Last 12 months	85	48.7

Test Statistics		
	12 months	Region Avg
First	11	6.6
Pass	29	16.8
Fail	8	3.7
% Pass	83	86

Some explanation is appropriate. The following key points in this data are significant, and indicate how well we are doing. The 'real' numbers are 12 FIRST (one had two attempts) and 34 passed (7 had two attempts), no failures, so 100% pass rate overall for 2017/18 (12 months to 31/10).

Observed Runs

SUNDAY Observed Runs: These are our main training runs. They will normally be conducted on the 3rd Sunday of each month at 9.15am and 10.30am – refresher/taster drives at 11:45 am.

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 may be 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.

Management Team – including Officers and Committee Members

PRESIDENT		vacant
CHAIRMAN	Graham Ranshaw	chairman@guildford-iam.org.uk
VICE CHAIRMAN	David Mesquita-Morris	Vice.chairman@guildford-iam.org.uk
SECRETARY	Paul Whitehead	sec@guildford-iam.org.uk 07860 600477
TREASURER	Michael Tilney	treasurer@guildford-iam.org.uk
ASSOCIATE CO-ORDINATOR		associates@guildford-iam.org.uk
CHIEF OBSERVER	David Mesquita-Morris	chief.observer@guildford-iam.org.uk
MEMBERSHIP SECRETARY	Neil Fuller	memsec@guildford-iam.org.uk
NEWSLETTER & Website EDITOR	Gordon Farquharson	editor@guildford-iam.org.uk 07785 265 909
EVENTS CO-ORDINATOR	Gearóid Conneely	events@guildford-iam.org.uk 07785 265 909
LOCAL OBSERVER ASSESSOR	John Panting	07999 338616
OPERATIONS MANAGER	Jacqui Mesquita-Morris	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? 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 local IAM RoadSmart group of volunteers. Our highly skilled experts, all Institute of the Motor Industry (IMI) qualified, will take you through a number of observed drives (runs) in your own car.

Each session will last about 90 minutes, 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 'the system of car control', observation, optimum road



positioning, ability to deal with unpredictable road and other road users' behaviour. When you're ready, you will be recommended for test for test or be assessed by GAM.

IAM RoadSmart - Advanced Driver Course - £149 (save 10% with an IAM RoadSmart gift voucher)



Our Advanced Driver and Rider Course gift vouchers are back. Not only do you save 10% but these vouchers make thoughtful Christmas gifts. They come in an attractive gift envelope and can be redeemed at any time over the next 12 months - making them ideal for birthdays too.

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
- 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)).

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

- Membership update.
- Member's letters
- News from IAM RoadSmart.
- More technology
- Living with an EV
- Celebration of GAM test passes

GAM

Guildford Advanced Motorists

Location for our GAM Sunday runs:

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

