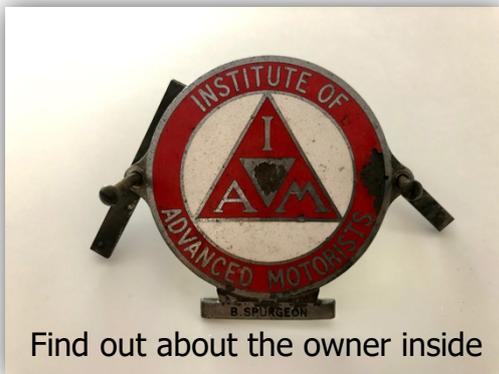


Newsletter

Autumn 2019



Do you need one of these?



Find out about the owner inside



IAM RoadSmart partner with 'Auto-Seal' & 'Bike-Seal'

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AGM Raffle – GAM is delighted to announce that once again we will be raffling 4 entries to the IAM RoadSmart track “Skills Day” to be held at Thruxton Race Circuit in April/May 2020.

The raffle will be open to all attending GAM Members. We will have 2 AM and 2 PM slots. See the AGM calling notice & Agenda.

Members: We are looking to strengthen our lively and engaged committee with new members to help develop and continue our success. Could you help with:

- ⇒ Becoming an Observer
- ⇒ Some general administrative tasks.
- ⇒ Committee work.
- ⇒ Planning GAM member events.
- ⇒ Editing our GAM Newsletter.

If you're interested to help, please contact the Secretary Paul Whitehead secretary@guildford-iam.org.uk

President's message

Stephen Covey wrote, 'Every human has four endowments – self-awareness, conscience, independent will and creative imagination. These give us the ultimate human freedom...The power to choose, to respond, to change.'

In my short time with the Group; from being an excited Associate looking forward to my first coached drive to becoming a member on passing the IAM test, to successfully becoming a Local Observer. I have basked in the unquestionable success of the Group that has been down to the innovative organisation by our wonderful Operations Manager, who has nurtured young people (under 24 years of age) as Associates and seen them pass their IAM RoadSmart Advanced Drivers tests, to learning from the different outlook and experiences that both the longer-serving and newer Observers bring to the Group.

In the last month (July) I have seen the Group go through an unexpected upheaval and sat round the table with different members to try to find the most appropriate response to the sudden change and to do so in a way that will help us improve an already successful Group. Reflecting on the situation, I am drawn to Stephen Covey's quote above, which has made me appreciate how difficult it must be for one to follow their conscience and independent will and make a painful decision to give up so much that they have done, such as the many hours, energy and devotion to see the Group flourish and become so successful. The self-awareness by other members that perhaps they could have done more that may have prevented the upheaval, but nevertheless, to muster the creative imagination to combine the knowledge and experience of the longer serving members of the Group with the contemporary outlook of the newer members to ensure any change will help improve the success of the Group.

Success, I hope will come in different forms: from the longer-serving Observers mentoring the new Observers to ensure that we maintain all the good traditions of the Group with the contemporary outlook of the newer Observers– a process that I have benefitted from enormously; attracting more younger people as Associates and coaching them to becoming members; modifying the coaching sessions to combine 'our' Sunday runs with allocated Observer runs to help increase our already

commendable pass rate. Whilst doing all this, ensure that we continue to make it fun and satisfying for the Associates and the Observers alike.

I am confident that the diversity in our approach will help us continue to achieve the success that we have all enjoyed in recent years.

Victor Dr Victor Olisa (President GAM)

Chairman Ranshaw's message (August 2019)

It has been three amazing years since I was privileged enough to take over the reins of GAM from Steve McCormick. That time has flown by – I needed a focus after 30 years of corporate life came to a conclusion. The group has had its difficulties, but in the main, has been one of the most successful in the UK – a situation that prevails today. This is not something that happens easily – any charity like ours relies on its volunteers, we are no different. The quality of our volunteers is formidable. They all give their time selflessly for the aim of improving road safety in the UK. I personally thank them all for their past and future efforts.

Looking to the future of the group – we have the AGM looming on the 28th of September in Ripley (I hope you will all attend?), where a new chair will be elected. I hope this will enable our new ideas about how to balance the coaching of as many associates as possible with the expeditious deployment of our skilled volunteers, whilst maintaining a friendly family-style atmosphere.

Our President, Victor Olisa, has extolled the virtues of our GAM 'Family', I know these values will prevail going forward. We sadly lost Jacqui and David from the group recently and they will be missed. I thank them for their energy and love for the cause of road safety.

In the meantime, I will stay with the group for as long as they will have me and as long as we stay in the area (we have a plan to get to Devon eventually – probably when the dreaded Brexit resolves itself!).

Safe driving All – and don't forget – Identify the hazard, apply IPSGA and NO brake/gear overlap please...! Oh, and manage your speed at all times...!

Graham Ranshaw Chairman

Welcome from GAM's new Observer Training Officer

My name is *Tim Lyon*. Until June this year David Mesquita-Morris has been looking after both the Chief Observer and Training roles. I have taken over the role of Training Officer/Manager. Our GAM Observer Corps should be aware of this as they have already had some emails from me.

IAM background – I joined the Worthing group many, many years ago and received 1-to-1 style training. I have to say, with some regret, I don't remember much about the training. However, I do remember the 'style' of the test.....The examiner had a A4 pad on his knee and was constantly making notes. This was not something I had come across before and within half a mile, I was convinced I had failed. To give the examiner credit, we kept going and some 90 minutes later, arrived back where we started, along with 4 or 5 pages of notes. The debrief seemed to take a while as we had all those notes to go through and was a bit of a rollercoaster, there seemed to be

more 'downs' than 'ups'. Fortunately, the last was an 'up' and to my surprise, I had passed!

Back then, as now, groups only exist because they have Observers. That group of people who are willing to dedicate resources – time and effort and petrol – in pursuit of improving driving standards in the local area. So, as a newly qualified Advanced Driver, when the Worthing Group put out a call for new Observers, I said I would 'think about it'! Still, the seed had been planted and after going to a couple of group events, I offered to 'do a bit of observing'. My final 'check ride' was with the examiner who had conducted my test, some months earlier. Then we moved from the South Coast to North Surrey.

For a year or so after moving North, I did nothing in the IAM world – just paid the annual subscription. Then one day, I had letter from the IAM. It was a mail shot reminding me the Institute had groups all around the country, my local group was in Guildford and they were having an AGM and I should go! Who could resist. In the excitement of the moment, I signed up to become an observer (again). More training and another 'check ride', this time with a real associate driving the car! And the rest, as they say, is history.

If I have managed to keep you reading to here, then good, you might just be who we are looking for. Do you want to do something really challenging/rewarding? Help other people stay alive? Need no payment for doing so? ***Become an IAM Qualified Observer! Yes really. Want more information, then email training@quilford-iam.org.uk.***

Safe Driving *TIM LYON* GAM Observer Training Officer

Editorial matters & Events

Welcome to the latest edition of our GAM Newsletter.

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

This edition has been sent to members as hard-copy and 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 editor@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 IAM RoadSmart.

Disclaimer: *Driving is never a black and white activity, but full of grey areas, therefore neither GAM or IAM RoadSmart 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.

GAM 2019 AGM. Note the Date! Saturday 28 Sept in Ripley Village Hall with Richard Gladman, IAM Roadsmart 'Head of Driving Standards', doing a Q&A session on all aspects of the IAM and driving today. The meeting starts 10 AM, and the AGM itself at midday. We are always looking for willing hands to come and join the committee and support our continued success.

Shere Hill Climb 2019. Graham (Ranshaw) is running it again this year on Sunday 1st September. We're hoping to have an IAM RoadSmart caravan on site so if anyone wants a free ticket to the Hill Climb they will need to commit to help on the stand for a couple of hours.

Letters to the editor

Dear Sir,

Positioning for Bends - a Good or a Bad Idea?

Anyone who has completed the IAM RoadSmart Advanced Driver course will surely recall that IAM coaches associates to position their car on approach to a bend: move to the left for a right hand bend and to the right for a left hand bend. The rationale is pretty obvious: it provides a more distant view around a bend so that hazards may be spotted earlier. In fact it's so obvious that I suspect no one has sought to question the approach - until now.

I have long held a suspicion that the improvement in vision achievable by positioning is very slight and that so too is the benefit. This led me to analyse the situation using some very simple maths (GCSE standard, using Pythagoras' law for right angle triangles). What I was able to show was that not only is the benefit very slight but an alternative to "positioning for bends" provides a safer alternative. Let me explain.

First of all I have to define the range of scenarios in which this analysis applies.

- The bend is essentially blind with the road bordered by vegetation, a wall, or similar structure. If the inside of the bend was a typical village cricket pitch and you can see right through the bend, then this analysis and the whole issue of positioning for bends as discussed here doesn't really apply.
- The road width is typical of our B roads at about 6 metres, that is 3 metres per lane and the car is of normal width. There's a Department of Transport document giving normal vehicle dimensions for use by road designers and they specify 1.8m for a car so I have used that figure.
- Next one has to decide how much positioning will be applied. In the extreme, for a right hand bend, one would have the tyres touching the kerb and running over the drain covers. Similarly for a left hander your tyres would be touching the centre line.
- Very sensibly, IAM RoadSmart recommends a "slight" adjustment to position which I took to mean half of the above maximum available adjustments.

Based on just those numbers you can work out the improvement in vision (how much further you can see). For a right-hander the improvement is a less than 2%, irrespective of how tight the bend is. Perhaps counter intuitively the bend radius has little effect on the percentage improvement. To give an example, if you could see 100m from the centre of your lane then with positioning you would be able to see less than 102m. For a left hand bend, where IAM RoadSmart defines the limit of vision lying at the road centre line, the improvement is under 4%.

At this point it is easy to be lured to the conclusion that "every little bit helps" (as Asda would say), so why not do it? However to arrive at the best solution you have to ask a couple more simple questions. Why is the extra vision actually a benefit? To which we can easily answer - it gives you 2% (or 4% for left-hander) extra stopping distance. Here now is the key question. If I stayed in the centre of my lane how much slower would I have to go to compensate for my reduced vision? The answer, based on the stopping distance data in the highway code, is 1% for the right-hander and 2% for a left-hander (see Highway Code reference below*). So on a B road with National speed limit where you've chosen to travel at say 50 mph you can either go through the positioning rigmarole for each bend, or instead drive steadily at 49.5 mph in the centre of your lane (for a right hand bend). Both will give you the same ability to stop in the distance you can see to be clear. Furthermore staying in the centre of your lane has some, not to be underestimated, advantages:

- For right hand bends running over drains and accumulated detritus with low adhesion is avoided.
- We have pot holes all over our roads these days but I suggest there are more at the road edge and if they are filled with draining water can you tell how deep they are?
- For left hand bends the danger of course is 'paint swap', 'mirror loss' or much worse.

My conclusion is that routinely positioning for bends is not the best option. You're generally better off in the centre of your own lane driving a negligible amount slower. (Your speedo probably doesn't even register fractions of mph, so you'll be none the wiser!) So, my answer to the question posed in the title is that positioning is generally a bad thing. I am not saying that there are never any circumstances where some positioning would help, rather that doing so routinely should be avoided.

John Holcroft, GAM Member & National Observer 25th March 2019

** Note: The Highway Code provides stopping distance versus speed at 10 mph intervals. The data are accurately modelled by the following equation where S is speed in mph and D is stopping distance in metres.*

$$D = 0.0154 \times S + 0.2885 \times S$$

Differentiation of this equation yields the rate of change of stopping distance with speed. At 60 mph we see that a 2% reduction in stopping distance requires a 0.94% reduction in speed. At 30 mph the required reduction in speed is 1.6%.

Editor's note. The subject of bends has evoked a lot of debate behind the scenes, so here is a first contribution. Do you have a view?

Dear Sir,

HELP FOR MOBILITY-IMPAIRED PASSENGERS

"What on earth is he going to do?" As a voluntary driver for a charity run from my parish church, I occasionally take passengers with mobility problems to medical appointments in and around NE Surrey. I choose to use my wife's Honda CR-V, as opposed to my 4 series BMW (where clients will find it easy to enter, gravity being in their favour, but would find it much harder to exit!). This article focusses on a gadget I did not know existed prior to driving for this charity.

Soon after passing the charity's strict entrance criteria, I parked outside the house of a client I had not taken before, which had no drive and therefore I was forced to stop on a busy road. Normally I would alight and open the front passenger door for the client but on this occasion the client beat me to it, opened the door and produced what looked like a large battery-powered screwdriver! My first thought was "What on earth is he going to do?" It turned out to be a portable handle that fits into the car door latch and really helped the client enter the car. It was a present from his son and he therefore did not know where it came from or even what it was called.

My on-line research showed that it cost £14.99 from Argos and so I bought one (see picture). Many of my clients (and my mother-in-law) have benefited from using this handle, but I wonder how many GAM members know that this handle exists?

If you carry anyone who has mobility problems, I do recommend buying one; Argos have now ceased stocking them, but they are available from various retailers on Amazon. They also have a recessed blade for cutting through a seat belt in the event of an accident and a small light for night-time use. Having showed it to the charity leadership team, they bought a number for use by other drivers for the charity.



Clive Heavens GAM Member & National Observer 25th March 2019

From IAM RoadSmart

"Fast-Track" Training course brings five new observers to Home Counties

[Home Counties North Advanced Drivers](#) ran a fast track local observer training course, based on materials kindly supplied by [Kent Group of Advanced Motorists](#) following its successful pilot in February. The course was run at IAM RoadSmart head office in Welwyn Garden City. The group was delighted with the way the course worked, and got great feedback from both the trainers and the trainee observers. All five trainees were signed off as local observers on the second day, which is a great boost for the team. Congratulations to Richard Williams, Thomas Silverwood, Nicky Smith, Malcolm Wandrag, and Peter Lannen (*left to right*), who have all got going by taking on associates straight away. The course materials worked well, but the key to success for the two days was the experience and skills of the trainers Gordon Smith, David Richards, Jill Combie and John Presland, which brought everything together. ***Supplied by Maxine Bromyard***

GAM's very own John Holcroft and his Ferrari star in this IAM RoadSmart video "Limited vision in classic cars"

Take a look at the latest video in our classic car series, where we explore how lack of vision must be taken into account in a classic vehicle. Watch the video by [clicking here](#).

Guidance for Observers on the use of recording devices

Use of dashcams and recording equipment while riding or driving is increasing, not only for data and insurance purposes but also footage being shared on social media and YouTube. IAM RoadSmart embraces the use of video recording devices for all forms of associate and observer training and understands that it may be required to have the device active during the test as a condition of insurance. Please remember any recording must be conducted with the prior permission of all parties involved. Recordings are for training use only and should not be shared through any form of media, unless all parties have provided permission.

Examiners will make every effort to accommodate use of recording devices during test, however, footage of the test must not be shared on social media and will not be used post-test to influence the result. The decision of the examiner is final. The IAM RoadSmart document 'Guidance on the use of recording devices' can be found [here](#), and on the IAM RoadSmart website on the observer, examiner and group management dashboards. Please take a few minutes to read this through – any questions should be directed to your area service delivery manager.

Are you still 'Advanced' standard?

GAM Members should remember that there are several ways you can continue to keep your Advanced Driver skills up-to-date. Becoming an Observer with GAM is one option, and we train a handful of new Observers every year. Others decide they are still looking to be the 'best of the best' and try for their Masters award. This is the highest level of civilian driving test, demonstrating exceptional skill and knowledge equivalent to the best Police drivers. One other route that is becoming increasingly popular is the Fellow award. IAM Roadsmart developed this category a couple of years ago to reward members who keep their skills current and refreshed. The Fellow level of membership was created as a result of IAM finding that the longer it has been since you passed the advanced test the more likely you are to be involved in an incident.

The Fellow Entry Test for drivers is solely for current IAM RoadSmart members who passed their most recent Advanced Driver Test over three years ago. If this matches your own circumstances then the first step to becoming a Fellow is to book and pass the Entry Test for drivers. Passing will give you 3 years of Fellow membership, the reassurance that your skills are still current, and enhanced insurance benefits from IAM Surety. Success will mean you join a long list of current IAM members who have all committed to uphold their driving standards and prove it, every 3 years.

Call 0300 303 1134 to book your Fellow entry test - Give it a try, and good luck!

Keeping your car above water!

With heavy rain and thunderstorms forecast IAM RoadSmart's head of driving and riding standards, Richard Gladman, has put together some crucial advice to help you drive safely in the rain.

Heavy rain:

- Heavy rain will affect your visibility, so take it slow. Rule 126 of the Highway Code states that the braking distance between yourself and the vehicle in front of you should be two seconds when driving on a dry road, and at least four seconds in the wet. It is even longer on icy surfaces. IAM RoadSmart recommend up to 10 times the braking distance when driving on ice.
- Your windscreen should be clean, wipers effective and the jets positioned correctly and aimed at the screen. It is sensible to clean the windscreen, make any necessary adjustments and remove anything from the main area before you start your journey.
- A good rule of thumb is that if you need windscreen wipers, then you need your headlights. Automatic light settings will not always activate in bad weather conditions, so it is up to you to make a sensible decision as to whether these need to be turned on.



Aquaplaning:

- If the water is standing in puddles on the road surface, your car is at risk of aquaplaning. Aquaplaning is where a wedge of water forms in front of the tyre and lifts it up off the road surface. This is caused by the tread not being able to displace the amount of water present. To recover from aquaplaning, ease gently off your accelerator, have a firm grip of the steering wheel and be sure not to make any sudden steering actions. The car will eventually regain its grip as the water clears.

Floods:

- First ask yourself - can you take another route? If not, then you need to identify how deep the flood is. If the standing water is more than six inches deep, avoid driving through it. If you are familiar with the road, you can judge the flood in relation to the kerb.
- If heavy rain was not the cause of the flood, then what was? And what impact on the road does it have? For example, if it is a burst water main, the standing water may look like a normal flood but the road surface beneath the water may be completely broken up. If you are unsure how the flood has formed, then avoid it altogether.

- Are there other vehicles similar to yours that are safely driving through? From this, make a judgement call as to whether it is safe to travel through or not.
- If the water is fast flowing, do not attempt to drive through it, as there is a real danger of your car being swept off the road.
- If you have taken everything into consideration and decide to drive through the flood, be sure to do so slowly. The best approach is to press lightly on your clutch and add gentle pressure on your accelerator to increase your engine revs. Do so without increasing your speed, in a similar way to how you would undertake a hill start. This will prevent water from entering your exhaust. If you are in an automatic car, accelerate slightly but control the speed with your brakes. When you have passed the flood, test your brakes to make sure they are dry and working properly.
- If you are in the slightest doubt, then turn around and don't go through the flood. Often modern saloon cars have the air intake in the wheel arch, which may be below the water level. If your engine should take in water, it will immediately hydro lock and the engine will stop.
- Remember to stay alert and avoid splashing pedestrians. If this is done accidentally- even when causing splashed when driving through puddles at the side of the road - you could receive a fixed penalty and three points on your license for driving without due care and attention, or without reasonable consideration for other road users. If deliberately done, it could be a public order offence, a court appearance and a fine.

Richard Gladman, head of driver and rider standards, said: "With the British weather the way it is, we should all be well practised at driving in the rain. Keeping your car maintained and the rubber (wipers and tyres) in good condition will help you stay safe. In the recent extremes, we have seen that standing water and floods are becoming more commonplace, so take extra care and if possible avoid driving through standing water. If you're in any doubt about the depth or surface underneath a flood, then it's best not to take any chances."

Blanket ban on pavement parking could leave thousands without a parking space, warns IAM RoadSmart

A blanket ban on pavement parking could lead to a need for thousands of new car parking spaces that towns and cities are simply not equipped to provide, warns IAM RoadSmart. The warning has come after the House of Commons Transport Committee launched an enquiry into pavement parking and invited comments from interested parties in April, to which IAM RoadSmart has delivered its conclusions. All submissions have now been released for public viewing.

One suggestion that has emerged from the enquiry is a blanket ban on all vehicles parking on any part of a pavement – but IAM RoadSmart, the UK's biggest independent road safety charity, said this could cause a major parking headache for drivers across the country. In its submission to the committee, IAM RoadSmart said: "Where data has been collated, the problems appear to be localised. "Where pedestrians are being put in danger or denied access by inconsiderate pavement parking, or if costly long-term damage is being done, then we have no problem with local solutions being implemented for local problems. "Local councils should be

encouraged to use their existing powers to sign, define, review and enforce local bans as required.”

IAM RoadSmart director of policy and research Neil Greig noted that, with increasing numbers of cars on the road, local councils do not have the funding or the road capacity to provide the extra spaces people need to park. Nor do hard pressed local councils have the resources required to effectively implement a blanket ban. “New traffic orders, new signposting, new road markings and new enforcement administration will all be required at extra cost if a blanket ban is introduced. Councils are already struggling to implement low emission zones, cycling and walking policies, active travel policies, 20mph zones and a host for other transport measures against a background of budget cuts and dwindling resources.”

IAM RoadSmart added that a blanket ban risked creating conflict between residents as they attempt to find a place to park, often in areas where there has never been a road safety problem. In addition, while many would like to see stricter penalties for pavement parking, IAM RoadSmart said enforcement must always be seen to be fair and well targeted. Penalties should only be used to encourage behaviour change and the take-up of alternatives if they can be provided. “If enforcement is going to be applied rigorously then councils should be forced to provide safe and secure alternative parking arrangements in those areas where pavement parking has been banned but worked perfectly well before.

“If a blanket ban is to go ahead, despite our and other organisations’ recommendations, the income from fines should be ringfenced to improve parking facilities in the worst affected areas.” IAM RoadSmart want to see much more research and pilot schemes before a decision is made to ban all pavement parking. In many urban areas, pavement parking is actively encouraged and the road marked up to allow it. IAM RoadSmart does not support a blanket ban that effectively removes this option at a stroke.

Summer is the most important season for tyre safety

Following on from our last issue about tyre choices, IAM RoadSmart have promoted the ‘TyreSafe’ campaign and Auto-Seal/Bike-Seal puncture prevention products.

We all know that your vehicle is only attached to the tarmac by two, three or four (possibly more) small pieces of rubber. Our partners at **TyreSafe** have a significant summer campaign. Regular checks significantly reduce the risk of an incident.

Auto-Seal offer our members attractive discounts on their unique puncture prevention sealant technology for all cars, motorcycles and commercial vehicles.

TyreSafe:

<https://www.youtube.com/watch?v=1OUSyfMP2xI&feature=youtu.be>

Auto-seal:

<https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/bike-seal>



GAM Chief Observer says "All change"

This newsletter article will be my last as Chief Observer; I took on this role unexpectedly over Christmas 2017. I must say it's been far more enjoyable than expected, but nothing is forever... I am sure whoever takes over will be more than worthy of the role and I have no doubt more worthy than I when I stumbled into it.

Since Christmas 2017 we have introduced bi-annual training for our GAM Observer community, periodic reassessments for group-qualified Local Observers, become the regional pilot for Group Sign-off (portfolio-based assessment for those Associates not comfortable in a test situation), and we are currently planning our first fast-track Observer training to help accelerate the pace at which we rebuild our Observer community in the Portsmouth area.

I am also delighted to tell you that one of GAMs finest Observers, Tim Lyon has taken on the role of Training Officer.

In our Autumn Observer training last year, our focus was gears. Gears are obviously the G in IPSGA, and a pivotal consideration in the 'system of car control'. The GAM Observers had a lively debate, facilitated by one of our Examiners: Ryan Francis. This article is a digest of the conversation and a few more since.

A major talking point has been the increasing divergence we see in the technology in vehicles. We are seeing an increase in the number of Associates with all electric, and even one of our Observers has taken the plunge and is the proud owner of a BMW i3; I've also been out in a few Toyota/Lexus cars with continuously variable transmission (CVT).

I'm sure this is an increasing trend as it feels like now is always the time of greatest innovation; it's also likely that by the time this article goes to print, a

manufacturer will have released some new feature that was not in existence at the time of writing. We cannot continually chase our tails as advanced drivers trying to keep up with every last innovation; rather, we should seek out the axioms of advanced driving and then determine how to apply these to any situation and vehicle.

In trying to do this, I like to think about the varying world of transmissions into four main broad categories:

- Manual: multiple forward gears (4-6) and one reverse gear, changed by the driver using a gear lever and clutch pedal.
- Automatic: multiple forward gears (3-10) and [most probably] one reverse gear, changed by the car; this may use a single clutch, dual clutch or torque convertor; there are almost as many variants of automatic gearboxes as there are makes and models of automatic cars
- Continuously variable transmission (CVT): variable gear ratios between the source of power and the differential; there are several implementations of this across the manufacturers. It's even thought, but evidence is sketchy, that Leonardo da Vinci created a design for this.
- Single-gear: cars where the powertrain is all-electric do not generally have any form of variable transmission and operate a fixed gear ratio. It should be noted that there are some EVs emerging that have 2 gears to improve the efficiency of the EC DC motors (Electronically Commutated Direct Current).

As I discussed in a previous article, the 'system of car control' is focused on getting us at the correct speed, in the correct gear prior to, and with positive drive when negotiating a hazard. Regardless of the type of transmission, this concept still holds. When you look at an Advanced Driving logbook, the run sheet has three competencies in the category of gears:

- Clutch and changing gear
- Choice of gear
- Timing of changes

Unsurprisingly, there's a table coming: looking at the combinations of these competencies for each vehicle type and if an Observer should be scoring them:

Competency	Manual	Automatic	CVT	Single-gear
Clutch and changing gear	Yes	No	No	No
Choice of gear	Yes	Yes	Yes	No
Timing of changes	Yes	Yes	Yes	No

One thing I try to do as an Observer is to look beyond the make and model of a vehicle and understand how well the driver is executing the system with the tools at their disposal. To go off on a tangent for a moment, when looking at Speed and Acceleration in IPSGA, try to think, "is the driven axle (front, rear or both) being proactively retarded or driven?".

So, what are we looking for in each competency:

Clutch and changing gear

This only relevant for manual transmissions.

Here we are looking at how well executed is the gear change; is it rushed (or conversely slow and laboured)? How smooth is the use of the clutch?

On down-shifts, are we rev-matching when it is beneficial to do so?

Choice of gear

In the manual, this is ensuring that we are in a flexible gear for the speed we are travelling, thereby ensuring we can make deft use of our acceleration sense, and that we are in the correct gear for the hazard we are about to traverse. This may necessitate block changes when slowing. Likewise, when accelerating, we may, once we have reached our desired speed, perform another block-change into a high gear for cruising and resting the engine.

Even in automatic and CVT transmissions there is no free ride here as most manufacturers provide some form of manual overrides. Many automatics come with "flappy paddles" or some other form of manual control near the gear selector; even older boxes may have "2" and "3" as upper gear limits. Even without using these controls, we can prompt an automatic gear box to change down on the approach to a hazard by ensuring we are off the brakes and applying positive drive prior to and whilst negotiating the hazard – this is often enough to trigger the gear-change if performed early enough (the primary issue I see with drivers of automatic cars is being too late on the brakes on entry to corners causing mid-corner gear changes).

Likewise, most CVTs have some way to operate a 'low hold'; this comes in useful for holding speed on long descents.

Yes, the single-gear EVs do get a free pass here.

Timing of changes

The timing is for me, the most critical aspect of gear changing, as the system tells us, we must be in the correct gear and positive drive applied to the driven wheels prior to negotiating the hazard. Successful application of 'the system' is all about getting to that point; for most of us we need to just start a little earlier to ensure this happens. Our Observers may talk a lot about brake/gear overlap, but I feel a bigger tell-tale sign is gear/steer overlap – regardless of the powertrain in the vehicle.

When we are approaching a steep descent, or ascent for that matter, we need to make sure we have selected the correct gear prior to starting to descend or ascend, and not wait for the car to start running away from us or having the engine labour while climbing.

What about EVs? Do electric vehicles have a free ride through 'the system'? As with most advanced driving questions, the answer is yes and no...

While the single-gear nature of most electric vehicles means that there is no gear to change, there is a free-ride through the G in IPSGA, however there is more complexity elsewhere.

To extend the range, most EVs have "regenerative braking": rather than simply applying a friction brake, the electric motors are used in reverse to generate power from the kinetic energy of the car as an early stage of braking; in conventional braking systems this energy is lost as heat.

Different manufacturers implement this differently, some more aggressive than others and some allow the driver to adjust the severity. Most implement the first and sometimes all stages of regenerative braking as the driver lifts off the accelerator pedal. EV cars like the new Nissan Leaf, BMW i3, Hyundai Ioniq and Tesla are designed for one pedal driving. Best advanced driving practice uses regenerative capability to

the maximum. It is then essential to finesse the use of the accelerator to ensure positive drive through the hazard. It is very easy to be in free-wheel or regenerative braking mode through the hazard.

David Mesquita-Morris

GAM Chief Observer

Passing my Advanced Driving Test in a Tesla EV

Taking the step of applying to join the IAM was something I should have done years ago - but who ever listens to their Dad?! My father had always been insistent that I should apply, reassuring me that I was a "good" driver but feeling I would benefit from IPSGA and all that the "System" entails.

My father Barry joined the IAM in May 1964 and held the membership number 45045. At the time he was a fashion agent covering the South of England so he was continually on the road racking up the miles. He was always very proud of his advanced driving and went on to pass a driving assessment in 2009 confirming his advanced skills were still very much in evidence! He reached the very notable achievement of attaining 50 years of IAM membership in May 2014, shortly before he was forced to give up driving due to a respiratory illness. He loved being on the road so this was hugely frustrating for him. *After his death in 2017 I decided to take the IAM course in his memory.*

Another prompt was the arrival of a Tesla Model S and my determination to ensure (as much as humanly possible) it remained in one piece! Having mostly driven Volkswagen Sharon pet hearses in the course of running my individual pet crematorium, Dignity, based in Hook, Hampshire, over the past 15 years it is undoubtedly the most expensive and most exhilarating car I have ever had the privilege of driving.

I was excited when I received and starting reading my course log book and felt very welcomed when coming along to GAM (GUILDFORD ADVANCED MOTORISTS) for the first time. Jacqui's friendliness is infectious and each time I went out for a run I was impressed with not only her seemingly effortless efficiency in conducting the days events but the way I was put at ease by everyone.

Taking the course in my Model S EV proved interesting. Firstly, I noted the variety of styles of the observers on each run as they helped me pay attention to different aspects of my driving. On the whole I found everyone's interpretations to be consistent. Secondly it gave me food for thought adapting IPSGA to my EV, taking into account the regenerative braking and advanced driving features available to me and choosing when it was appropriate to utilise them.

Picking up on the comments in the "Losing Control?" Article in the Spring/Summer Roadsmart magazine I do not entirely agree with some of the sentiments however on the whole it is incredible how increasing automation is arriving sooner than many anticipated. In the Tesla Owners Club I belong to we call fully



automated driving the “unicorn” in that many feel we are still some way off this milestone. Since my Tesla arrived what I have been very impressed with is the continual free software updates I’ve received and the improvements to driver assist that have been made during my short ownership.

My personal opinion is that at the very least adaptive cruise control should be rolled out to as many vehicles as possible along with lane assist if affordable. On a long drive, rather than become complacent, I have found that these two features have led me to remain more alert to potential hazards and decrease fatigue. It is worth noting that you still have to avoid potholes manually!

With a real world range of around 200 miles and the convenience of Tesla superchargers (that are exclusive to Tesla and charge the battery at the impressive rate of 400 miles an hour and are predicted to get even faster as technology improves) I have found my love of driving has been reignited. With the route planner taking into account charging stops and combining these with comfort breaks I have wanted to go on more and more long distance trips; recently travelling with my sons via Eurostar to Parc Asterix, a theme park located just above Paris - something I previously had no inclination to undertake!

As more automation appears on our roads I think we need to be mindful of using it appropriately. For example, phantom braking can be very dangerous. This is where the car wrongly “sees” a hazard and reacts to it. An example is the car wrongly interpreting parked cars in the road as an obstacle and braking suddenly. Road markings can also confuse it and so driver assist should currently be limited to motorways and some dual carriageways. The potential of vehicles being in “lane assist” mode also needs to be considered by motorbikes navigating slow moving or stationary traffic as the central positioning of the vehicle in the lane may present a hazard to a passing motorbike if the driver has not seen them approaching.

Overall I’m really excited at what the future holds and am proud to have followed in my father’s footsteps in passing my test and joining the IAM. On the day of my test I was very emotional as I placed my father’s IAM badge by my side and was perhaps more nervous than I should have been given the preparation I’d been given and the hugely useful run out the day before with Gordon. My test was conducted by Ryan, who put me at ease as best he could and a couple of hours later I achieved a solid pass, after which I’d like to think that my father looked down and gave me a nod of approval. And yes Dad, you were right - I should have joined when you told me to!

I’d like to take this opportunity to thank everyone at GAM for their genuine friendliness and support during something that I have found to be a thoroughly rewarding experience. I look forward to seeing you all on the road!

Interesting note - You get to name your Tesla. Kevin’s is called Lucille. (After the barbed wire covered baseball bat in Walking dead!)



Kevin Spurgeon – GAM & IAM RoadSmart Member

GAM Technology exposé – Are automated Intelligent Speed Assistance (ISA) limiters the best way to reduce road deaths?

This article has been adapted from a piece by BBC's Theo Leggett – July 2019
As Editor, I have experienced this (ISA) technology with 3 Associates in the last 9 months or so in a Honda Civic, Tesla Model S and a Volvo SUV. As a GAM Observer I have decided that I want to see my Associate demonstrate an ability to control the car without the aid turned ON. I believe GAM should have a consistent policy about this.

The European Union is planning to make speed limiters compulsory on all new cars from 2022 and the UK is set to follow suit even after Brexit. But is the technology reliable enough yet?

It is certainly disconcerting at first: you're happily driving along a country road at 60mph (97km/h) when a speed limit sign on the dashboard starts blinking irritably and your car begins to slow down, all by itself.

This is what it feels like to use an intelligent speed assistance system (acronym ISA). Or at least, it's what it feels like if you fail to spot a speed restriction sign and are about to go sailing through a small village at close to double the 30mph limit.

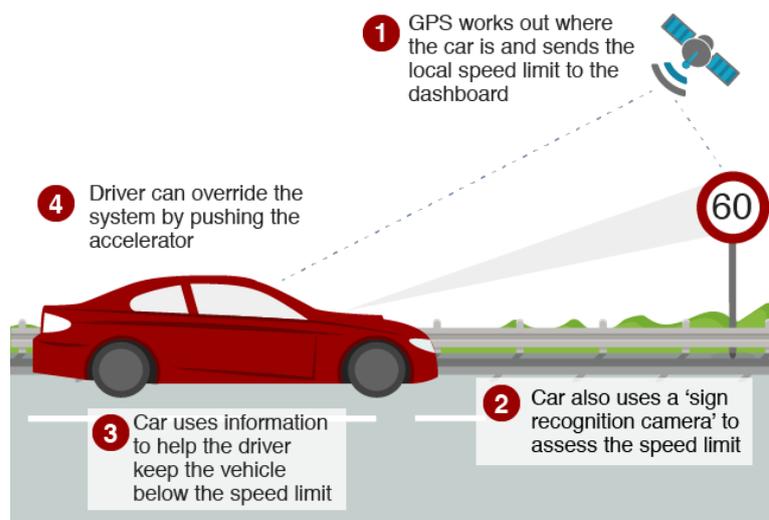
The car will also make sure that as you pass through the village your speed stays down. It does this not by automatically applying the brakes - that's emergency assistive braking - but by limiting the engine power. If your speed does creep up for any reason an insistent electronic chime will alert you.

Systems like this are already available on a number of new cars, although they will only work if you take the trouble to switch them on. But they will soon become a lot more common, because the European Union is planning to make them compulsory on all new cars from 2022. The European Transport Safety Council has long advocated their use, citing studies suggesting they are the most effective life-saving driver assistance systems. The UK Department for Transport has said the same rules will apply in the UK, even once/if we have left the EU. In fact, the EU has set out a much wider range of compulsory safety measures that will have to be fitted to all cars from that date, including emergency automatic braking, lane-keeping assistance and systems to help in the event drivers become drowsy or distracted.

But none has so far proved nearly as divisive as ISA, or has generated as many headlines. That's because ISA limits speed and the very idea of compulsory speed limiters is something many drivers object to. Supporters of the plan claim there are misconceptions around what ISA is and what it actually does. "Most people want to stick to the speed limit but they need help in understanding what the speed limit is for any particular road. These systems will help them do that," says Matthew Avery of Thatcham Research, an organisation that carries out testing on behalf of the insurance industry. In other words it's meant to be a driver aid rather than an excuse to put Big Brother behind the wheel. Nevertheless, according to the European Transport Safety Council, with mass adoption it could have major safety benefits, potentially cutting collisions by 30% and deaths on the road by 20%.

How it works. To regulate speed the car needs to know what the limit is in a given area, Currently this can be done in two ways: First, it is possible to use GPS satellite navigation technology to work out exactly where the car is and where it is heading, and compare that to a mapping database on which the different speed limits are recorded. The advantage of a system like this is that not only does it know what the

How does speed limiting work?



Source: European Transport Safety Council

BBC

limit is on the stretch of road you're actually using, it can warn you of upcoming limits as well. But it is only as good as the database it relies on. If the information provided is out of date or incomplete - a temporary speed limit may be in place during road works, for example - it cannot keep the driver properly informed. Secondly, the alternative is to use a camera and software that can "read" the speed limit signs themselves. This allows the onboard computer to respond to variable limits and short-term speed restrictions. This is essentially a reactive mechanism and cannot warn the driver of what lies further ahead. Many vehicles already fitted with the most logical solution would be to have a combination of both systems.

But while the technology may be affordable right now, it is far from perfect. One of the cars we drove, for example, became confused when it passed two signs giving different speed limits and failed to respond to either. "If you have conflicting information, for example your GPS map tells you one thing and your camera tells you another, which do you go with? It's not always possible to be wholly accurate," says Ford's Roland Schaefer. One possible solution is "vehicle-to-infrastructure communication", he thinks, where speed limit signs, traffic lights and other street furniture would be able to transmit signals directly to the car via a 5G connection, for example.

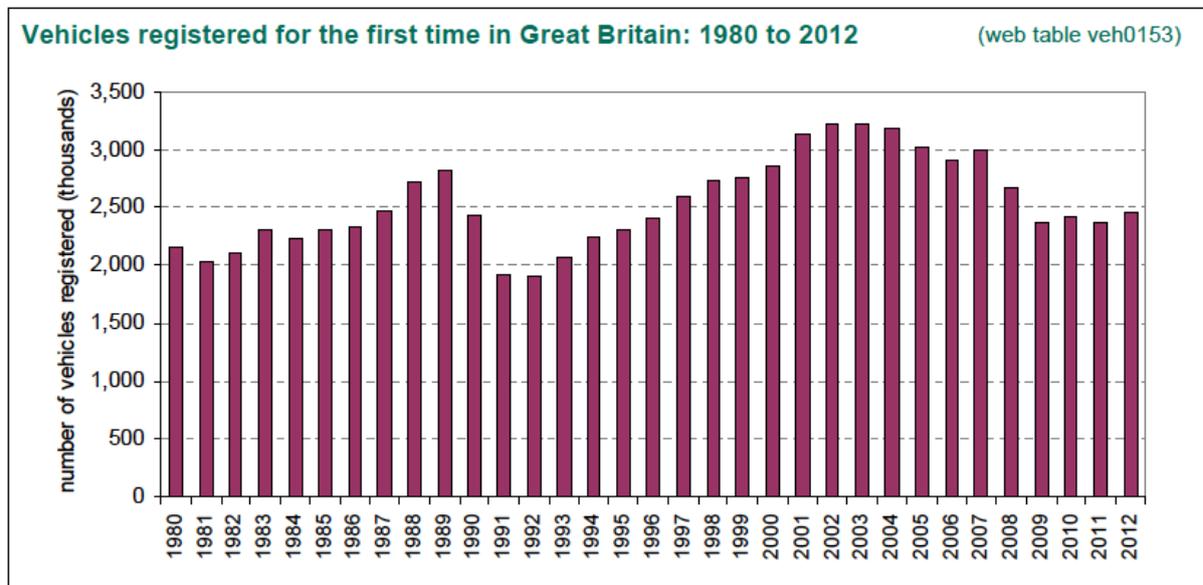
But for such a system to work robustly, it needs to be standardised so that all manufacturers use the same type of technology - and someone has to install and pay for it. In the meantime compulsory intelligent speed assistance is on its way. But it comes with an important caveat: the driver will be able to override the system at all times. There are good reasons for this. One issue is acceptance and the other issue is unreliability. So plenty to think about.

GAM Technology exposé – Death of the manual gearbox. Why would you want one anyway?

Let's start with some facts I have researched. I hope it isn't fake news! In the United States, apparently manual transmissions are dying off at a rapid rate. Only about 3% of new cars in the US are sold with a manual and many manufacturers are

refusing to build them anymore. Some manufacturers, like Ford, are keeping the manual alive with models like the Focus RS and Shelby GT350 that don't have an automatic option. However, such cars are seen as niche specialist vehicles, hardly sold in everyday mass market numbers.

The US may be a lost cause (if you're a manual fan), but at least European countries like the UK are keeping the manual alive. Or so we thought. Steve Fowler of



'Auto Express' has voiced a less-than positive outlook on the future of the manual in the UK. Fowler took a look at the new car registration data in the UK to see how many cars were being registered with automatic transmissions.

The data above can be found in:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/198753/vls-2012.pdf

Back in 2012, only 506,720 cars out of 2.04m were registered with automatics. By 2017, that number has more than doubled to 1,016,516. We did some research of our own, and we noticed that total registrations did go up in that time from 2,044,609 in 2012 to 2,692,786 in 2017. Even though we could blame some of the those automatic sales on the increase in car sales, the percentage of automatics compared to manuals went from 24.7% in 2012 to 37.7% in 2017.

I would suggest that with the proliferation of electric and hybrid cars, and the ever improving functionality of the technology means that the automatic will soon outsell the manual in the UK. This seems logical, and my GAM Observer experience seems (by feel rather than stats) to bear this out. This result is bound to be accelerated thanks to the UK's ban on ICE (Internal Combustion Engine) vehicles by 2030. Hybrid vehicles are of course always automatic. Manual drivers may struggle to maintain the 'sacred art form' of driving a manual alive without resorting to a classic, vintage or veteran vehicle.

Should we be sad or pleased about this? There are ongoing arguments and discussions about the best automatic option - CVT vs DCT (dual-clutch transmission). You may find this YouTube clip interesting; a debate certainly, and a bit US centric!

<https://www.youtube.com/watch?v=Romrk8yO0k0>

What do we want from our driving experience? Does this influence the type of gearbox we prefer? Which of these phrases best fits your user requirements? Fun/engagement, fuel economy, relaxation, less work (mental & physical), de-skilled drive, simplicity vs complexity, ease of repair. The following table has some possible comparisons of the basic technology options vs the driving experience.

Objective Technology	Engaged driving experience	Economy	Relax Reduced workload	Ease of repair and maintenance
Manual	✓	✓ if skillful		✓
Torque converter auto			✓	
CVT auto		✓	✓✓	
DCT auto	✓ if manual override used	✓		
Direct drive EV		✓	✓✓	✓

I thought I should declare a personal view, and whilst preparing this I realised that my view has been influenced by age (mine), technological development, and traffic conditions. For town/urban I have been completely seduced by the ease, simplicity and convenience of fully automatic or EV. For out of town, open road A & B roads, track-days, I prefer DCT auto with option to use paddle or Tiptronic override. This article prepared from research carried out by the Editor.

Gordon Farquharson

GAM - IAM RoadSmart 'Fellows' Roll of Honour'



Craig Featherstone
Paul Woozley
Geoffrey Knight
Mark Duncan
Philip Sivelle
Val Pascual
Rosemary Henderson
Neil Fuller

David Mesquita-Morris
Ben Bridge
Celia Dunphy
Alan Powley
Paul Whitehead – F1RST
Brian Miller
James Sohl

GAM's Advanced Driving test successes in 2019 so far

Andrew Brown – F1RST
Tim Clark – F1RST
Dave Allison
Amanda Boyd
Andrew Craddock – F1RST
Jason Oliver
Deborah Perrin
Cameron McLean

Katka Cyprova – F1RST
Jeremey Brookes
Rachael Daniel
Katie Stacey
Jess Harridge
David Horden
Elizabeth Olisa
John Burgar

Maria Stoney – F1RST
 Andrew Morle – F1RST
 Kevin Spurgeon
 Richard Clark
 Simon Wilson – F1RST
 Andrew Land

Samantha Tuddenham
 Ruys Dear – F1RST
 Yannick Olisa
 Nicholas Van Zeggeren
 Elodie Fuller – F1RST
 Rosie Peart

For the record, we have had 28 passes so far this year, 11 of them F1RST (40%). Sadly one existing member failed the Fellow entry test. In reality this means that GAM’s group Observing success is 100% for 2019 so far! Also welcome to all our new Associates.

Elodie (18) Achieves a F1rst

Guildford Advanced Motorists (GAM) were recently delighted to present 18 year old Elodie Fuller, daughter of GAM Membership Secretary Neil, with her Advanced Driver Certificate. Elodie, GAM’s youngest Associate passed her test with a F1rst in her 20 year old Renault Clio, which she calls “Trevor”, achieving just one “2” with all other marks being “1”. Her examiner provided excellent feedback including “Correct lines, excellent use of the accelerator to ensure stability and safety when in bends was awesome” so Elodie really did earn the coveted F1RST.

GAM would have liked Elodie to progress to Observing but she is now off to Exeter University and we wish her well for the future.

Elodie is pictured with GAM Chairman Graham Ranshaw (Right) and her lead Observer, John Holcroft, on the left.



GAM - IAM RoadSmart ‘Masters’ Roll of Honour’



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

GAM Scorecard

We thought you might be interested to see what GAM has achieved recently. The table below is a summary of our scorecard is doing in comparison with other groups. We receive periodic scorecards like the one overleaf for August 2019:

IMI					
		Group	Region Avg		
Total Observers		32	30.6		
		Group	Region Avg	Group	Region Avg
National		18	13.9	11	17.0
Local		0	1.5	0	0.2
OS		1	0.6	6	4.2

Advanced Course Status			
		Group	Region Avg
OS Enrolments	0	5.3	
Average Days	0	202	
OS Test Ready	105	83.1	
Average Days	452	612	

Advanced Course Statistics				
		Group	Region Avg	
Allocations				
Last Month	5	6.3		
3 month Average	4	5.3		
Last 12 months	75	53.7		
Enrolments				
Last Month	5	2	5.7	19
3 month Average	4	3	4.7	13
Last 12 months	74	9	49.1	21
Test Ready				
Last Month	3	361	2.4	300
3 month Average	5	312	2.4	282
Last 12 months	50	293	25.9	298

Advanced Course Allocated Sales			
		Total	Region Avg
Last Month	4	5.8	
3 month Avg	3	5.1	
Last 12 months	77	52.9	

Test Statistics			
		12 months	Region Avg
First	18	8.4	
Pass	32	15.9	
Fail	5	3.8	
% Pass	91	87	

IMPORTANT GAM DIARY DATES

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

AGM 2019 Saturday 28th September.

Observed Sunday Runs for 2019

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 Tim Lyons our training officer please.

2019 dates: 6th October (**Observer Training session 10 am to 4 pm**); 5th December.

Committee Meetings 2019 (First Thursday of Odd months)

Location is the Drummond Arms in Albury, 8pm - 10pm.

5th September; 7th November.

Observed Runs

SUNDAY Observed Runs (now called 'Sunday RUNDAY': 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 Appointed Observer Runs: We can also offer some alternative observed runs on any day subject to agreement with your appointed 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 as soon as possible.*

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.

GAM Management Team – Officers and Committee Members

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Observer Training Officer	Tim Lyon	Training@guildford-iam.org.uk

CONTACT GAM

Guildford Advanced Motorists



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@IAMgroup



Find us on **Facebook**

facebook.com/guildfordiam

GAM 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.
- Lots more on bends.
- Member's matters.
- News from IAM RoadSmart.
- More technology.



Location for our GAM Sunday runs:

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

