

GAM

Guildford Advanced Motorists



Newsletter

Winter 2021





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Editorial Matters

Welcome to the Winter 2021 edition of the GAM Newsletter. In this issue we have an update on towing laws and a detailed article on the proposed changes to the Highway Code, a Christmas MoT quiz (with answers), look at the ever increasing rise of automatic transmissions and some perfect gift suggestions of an advanced Driver gift voucher- what else could you want after that?

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

Should you know of anyone you feel might be interested in an Advanced Driving Course, please put them in contact with us: membership@guildford-iam.org.uk

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 nor IAM RoadSmart are liable for any consequences you may experience because of reading our advice. You are the driver. You should always be in control of your vehicle at all times.

UK GDPR. Members and Associates are reminded that names, addresses, telephone numbers and membership details are stored to manage the group and the distribution of Guildford Group correspondence. We do not pass your details on to anyone else.

Letters to the Editor

We want to hear your views! editor@guildford-iam.org.uk

Chairman's Message

With Christmas and New Year celebrations upon us, I wish you all a Merry Christmas and a safe and happy new year. Let's hope that 2022 settles down and allows us to move forward without so many bumps in the road and changes in direction. I can never remember a time where I've sat down so often (virtually) with the committee team to discuss COVID infection risks and our interpretation of Government and IAM RoadSmart guidance. I do hope we got it right most of the time and that you will continue to have confidence in our efforts. I have given up trying to predict what might or might not happen in the near future and have sympathy with anyone trying to digest highly variable scientific opinion and come up with a policy and approach that satisfies everyone and everything.

The last year has been really disruptive for GAM, but I'm really proud to have been leading a team that kept going through adversity and delivered Advanced Driving coaching to our members and associates. I'm sure you will all join me in thanking our committee and observers for their unstinting efforts.

Sadly, I must report that one of our stalwart observers, Alison Wright, died in October 2021 after a period of illness. Lesley Pearce, one of our trainee observers and friend of Alison, has prepared a tribute which you'll find later in the newsletter. One of my enduring memories of Alison was her enthusiasm and engagement when we had the HGV driving experience at Dunsfold in 2017.

And now for some IAM RS and some GAM matters that attracted my attention recently. The IAM RS' *older driver task force* has been established in response to the reported disproportionate accident occurrence, eyesight issues and frailty leading to deaths amongst the over 70s. Recent press coverage has rather focused on a teach/test approach for those breaking the law rather than a penalty approach. What seems to be missing from all this is any clarity on what aspects of older person driving need assessment and coaching....surely this is the place to start to understand the problem.



Legal and illegal E-scooter accidents seem to be on the increase. Most of the issues I read about concern pedestrians on footpaths, the use of helmets (for the riders) and insurance. Elsewhere, an IAM RS report recently noted that young drivers highlight their wish for parking sensors above other tech in the car.... What's your experience? There's a new IAM RS survey about extinguishing streetlights at night to save energy/reduce carbon, probably stimulated by COP 26 and the natural world lobby.....Is this sensible and to what extent will lighting reduction help us meet our climate goals?

Finally, ***Your committee needs YOU!*** Whilst we have maintained a robust financial position for our GAM charity through the pandemic, we depend on voluntary support of an active GAM committee. Our band of volunteers need increasing to ensure we spread the load, have an effective succession plan, and continue to enjoy the teamwork. Roles we need

to fill are Vice-Chair, Membership secretary and Associate coordinator. Do give me a call to discuss any of these roles.

Drive well and say safe.

Gordon

Gordon Farquharson
GAM Chairman

Cycle accidents increase during lockdowns

During the coronavirus lockdowns there was a cycling boom in England with established cyclists and new cyclists getting on their bikes for exercise and fresh air.

Official data published by the Department of Transport shows that more cyclists died on the roads in 2020 than in the previous two years. 89 people lost their lives versus 60 in 2019. Many of these died on rural roads despite traffic being lighter during the pandemic. In the light of this the insurer NFU Mutual has set up a campaign to promote safety specifically in the context of rural road users. It is considered that many of these deaths can be prevented by improving driving practices, clearly including observation, anticipation and planning promoted during the coaching of advanced drivers.



Untaxed vehicles at highest level for 14 years, says DVLA

The number of untaxed vehicles is at its highest in more than a decade after fewer officers policed evasion during the pandemic, the Driver and Vehicle Licensing Agency (DVLA) has said.

Some 1.9 per cent of vehicles on UK roads, equating to 719,000, were unlicensed in 2021, according to the latest figures. This is the greatest proportion over the past 14 years. In 2007, the proportion was 1 per cent, and in 2019 it was 1.6 per cent.

The DVLA said this unpaid tax had led to a loss of £119 million in potential revenue in the past year alone. It pointed to Covid-19 as partly responsible, as there was a decision "to limit enforcement activity" at the height of the pandemic. Nicholas Lyes, head of roads policy at the RAC, said: "It's hugely concerning that we're seeing ever greater numbers of unlicensed vehicles on the roads." It is of course highly likely that many of the 'keepers' of these vehicles are avoiding the automated checks on MoT and insurance status. Surely this is the big issue!

Chief Observer's Message

It's been a funny sort of year. I have heard that from a number of people recently. Most people think last year was 'just horrible', but this year it's been a bit 'funny' – hopefully they don't mean funny 'ha-ha', but funny 'odd'.

As I sit here looking at the falling snow – yes snow in November, I can't remember the last time I saw snow in November - that must be global warming. The news is full of migrants crossing the channel and nobody going to South Africa (or its neighbours). It really has been a funny year.

From a driving viewpoint this year has been unusual. It started with less traffic than pre-pandemic and now seems to have more traffic than pre-pandemic – although that could just be me, having become used to the traffic levels last year and now taking some time to adjust to the new reality. Apparently, there are a percentage of people who will continue to work from home, so why do the roads seem so crowded – it really must be me!

I am going to digress – As I write this, I am looking out over a small car park and it's probably 50 yards to the main road. As we are on a fairly steep hill, unsurprisingly the main road is also quite steep, although it is relatively flat to the main road. Now, it has snowed most of the night and deposited about 2 inches of snow. Into this situation comes a youngish lad - they all look young to me, so could be anything up to 40! This young lad – trainers, jeans, and hooded sweatshirt – has a can of de-icer in his hand and seems to spray most of it onto the snow covering the rear window. After watching it for 15 seconds or so, looking disappointed he retreats - only to reappear ten minutes later, sans can. After clearing the snow and getting into the car the engine starts. After a few more minutes the car backs carefully out of the space and ends up pointing towards the main road. Being a true 'Clarkson' devotee there is now a boot full of throttle, but only for a few seconds. That's all it takes to notice the car – rear wheel drive Audi TT – is going more sideways than forwards. A more useful amount of throttle gets the car moving in the right direction, to the junction with the main road. After another couple of minutes looking at the steepness of the road and the amount of snow/slush/ice, the reversing light comes on.... So, after some twenty minutes he is back where he started and has achieved nothing.

Well not completely nothing – it gave me some amusement, but it also made me think. Is my car ready for winter? Is yours?

I always have a 'go' bag in the car – tyre pressure gauge, foot pump, clear plastic, duct tape..... For winter I may add a blanket/coat and extra footwear. However, my main defence against trouble out on the roads is Don't go out on the roads in the first place!

Over the last 30 years or so, I have had half a dozen times or so where I have had little choice but to drive in deteriorating weather. There was also one time where – in hindsight – the 'stupid gene' took over. Early in the morning, little traffic, what could go wrong? A jack-knifed lorry on a dual carriageway with 50 yards of scrub between the roadways, is what could – and did go wrong. After a couple of hours, most of us in the tailback decided to 'chance' it and cross the scrub to the other carriageway. Being careful and looking/planning ahead it was not too bad. You won't hear many people extolling the off-road capabilities of the Honda Accord!

So as winter is fast approaching – looking at the snow, it's already here – don't forget all the things that the season brings.

Snow & ice – be aware for the signs of ice. If I am unsure, I walk out onto the road (when there is no traffic) to feel how it is underfoot. I would guess that the contact patch of all four tyres is around the same as a pair of shoes? I can generally spot snow, but a layer of wet snow can trap a lot of water. If there are freezing conditions overnight, the come the morning you will find a layer of crusty snow over a layer of ice – not a good combination.

Darkness – It goes dark earlier than you expect. Now is the time of year when I go to work in the dark and drive home in the dark. After a day at work there is the darkness, lots of bright white and red lights, reduced visibility. Add a bit of wetness to the road surface and some road markings disappear. Make sure you are ready for the trip home (remember the Y in POWDERY). Sometimes I will just sit in the car for a few minutes, just letting the stress of the day drain away – in preparation for the stress of driving home.

Sunshine – my pet hate at this time of year. If I do manage to leave work at the correct time the sun is already low in the West and that's the direction I am heading. So, you have areas of shadow and a low sun shining into your eyes – I end up with both headlights and sunglasses on. Don't forget to clean your glasses (and windscreen) to reduce the dazzle/flare from the sun or the lights of oncoming vehicles.

Cold – if something goes wrong what are you going to do? Generally, you will not be stuck for days at time, so food/drink will probably not be an issue (although I generally keep a drink handy just in case). However, if you're stuck with a car that will not work, then the cold will get you. The colder you get the more effort it takes to do anything – both physically and mentally. So, keep an extra coat/blanket in the car and especially a woolly hat – even if you have a full head of hair, you lose a lot of body heat from your head.

Finally, after Christmas comes the New Year and no doubt you are already looking for things to make resolutions over – eat less, drink less, smoke less are always good ones to start the ball rolling. Are you like me, full of good intention, but they don't usually last long!

However, I do have one resolution that while challenging, I have managed to stick to (more or less) for a number of years. It's a skill that has almost certainly kept me alive in some circumstances – at least three that I can think of. And if you are reading this then you have probably already shown some aptitude.

Interested? Want to know more? Then get in touch – email chief.observer@guildford-iam.org.uk or lyon.iam@virginmedia.com.

Enjoy yourself over the festive period and drive safe.

Tim Lyon

GAM Chief Observer

Become an IAM RoadSmart qualified Observer!

For more information, email training@guildford-iam.org.uk

September 2021 Proposed Changes to the Highway Code

A fairly significant revision of the Highway Code was released in September and the full text is on the gov.uk web site for all to read - <https://www.gov.uk/guidance/the-highway-code/updates>

Many of the amended rules appear to be clarifications of things that drivers should already have been aware of but were maybe not clearly stated as legally required or best available practice in the written code, such as getting enough sleep before a long journey and having a well-maintained vehicle. It is always useful to remember that many of the rules in the Code are legal requirements, and if you disobey these rules you are committing a criminal offence. You may be fined, given penalty points on your licence, or be disqualified from driving. In the most serious cases you may be sent to prison. Such rules are identified by the use of the words 'MUST/MUST NOT'.

Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts (see 'The road user and the law') to establish liability. This includes rules which use advisory wording such as 'should/should not' or 'do/do not'.

The amendments to The Highway Code included new and additional guidance on:

- the availability, appearance, and safe use of emergency areas
- the use of variable speed limits to manage congestion
- the use of the red 'X' sign to close lanes in order to provide a safer area for those involved in traffic incidents and in which road works can be undertaken
- the use of hard shoulders that become extra lanes during periods of congestion
- how road users can help keep themselves safe in the event of a breakdown
- how safety cameras are employed to promote compliance with speed limits and lane closures.

The amendments also proposed improved guidance to strengthen The Highway Code in relation to other factors that are contributing to incidents on motorways and other high-speed roads including:

- driver fatigue
- unroadworthy vehicles
- unsafe towing
- tailgating.

Some of the less obvious changes are listed below. Many are related to the use of motorways and the ways to stay safe on motorways, perhaps unsurprisingly as so called 'Smart' motorways are anything but. However, be careful with apparent anomalies between the words in the updates section of gov.uk and the words in the Code itself. For example, the updates list says "vehicles which are towing should not be using the outside lanes on motorways" whereas Rule 98 says "During towing, as a driver you MUST NOT drive in the right-hand lane on motorways with three or more lanes." Clearly you may tow in the outside lane of a two lane motorway under the rules, although the update suggests not. The devil is in the detail.

Therefore we have listed these potential amendments: Full list of the proposed changes and additions to the Highway Code: Two new rules, rule 270 and rule 275,

are being introduced following concerns about fatalities on smart motorways where there is no hard shoulder.



Section: Rules for drivers and motorcyclists (Rules 89 to 102)

Rule 91 (Driving when you are tired). Rule has been updated to ensure readers understand:

- Get sufficient sleep before embarking on a long journey
- if you feel sleepy, stop in a safe place. Do not stop in an emergency area or on a hard shoulder of a motorway.
- Information exists in Rule 262 on appropriate places to take a break when travelling on motorways.

Rule 97 (Before setting off). Rule has been updated to ensure readers understand:

- drivers **MUST** have a valid licence and insurance
- vehicles **MUST** be in a legal and roadworthy condition
- basic vehicle maintenance and safety checks should be carried out before drivers set off
- sufficient vehicle fuel or charge is required for each planned journey
- for emergency use, drivers are recommended to take a charged mobile telephone, containing emergency numbers, and high visibility clothing.

Rule 98 (Vehicle Towing and Loading). Rule has been updated to ensure readers understand:

- reduced speed limits may apply when towing
- it may take longer to build up speed when towing
- trailers must be in a roadworthy condition, including tyres, lights, and brakes
- drivers may need to use towing mirrors when towing
- vehicles which are towing should not be using the outside lanes on motorways
- trailers are required by law to be fitted with a secondary coupling device
- further information is available about safe towing practices.

Section: General rules, techniques and advice for all drivers and riders (103 to 158)

Rule 124 (Control of Vehicles- speed limits). Updated to add images and ensure people understand:

- speed limits for motorhomes and motor caravans
- speed limits for buses or coaches over 12 metres long
- speed limits for special types of vehicles that are overweight or oversized

- speed limits can be changed by signs
- speed limits are enforced by the police.

Rule 126 (Control of Vehicles- speed limits). Updated to ensure readers understand:

- what tailgating is, how it occurs, why it is dangerous and how to avoid it
- dangerous and careless driving offences, such as tailgating, are enforced by the police
- safe distances between vehicles on icy roads are ten times greater.

Rule 138 (Multi-lane carriageways). Updated to ensure readers understand:

- the rule for overtaking also applies to dual carriageways with more than three lanes.

Rule 234 (Driving in adverse weather conditions). Updated to improve wording and layout:

- before entering fog check your mirrors then slow down.
- if 'Fog' is shown on a sign but the road is clear, be prepared for a bank of fog or drifting patchy fog ahead. Even if it seems to be clearing, you can suddenly find yourself in thick fog.

Rule 240 (Waiting and parking). Updated to ensure readers understand:

- emergency areas on motorways are not to be used for stopping or parking, except in an emergency.

Section: Motorways (253 -273)

Rule 253 (Motorways). Updated to ensure readers understand:

- Prohibited vehicles. Motorways MUST NOT be used by pedestrians, holders of provisional motorcycle licences, riders of motorcycles under 50 cc (4kW), cyclists, horse riders, certain slow-moving vehicles and those carrying oversized loads (except by special permission), agricultural vehicles, and powered wheelchairs/powered mobility scooters.
- Provisional car licence holders MUST NOT drive on the motorway unless they are accompanied by a DVSA Approved Driving Instructor (ADI) and are driving a car displaying red L plates (or D plates in Wales) with dual controls.

Rule 255 (Motorway signals). Improved wording layout:

- Signs and signals (see 'Light signals controlling traffic') are used to warn you of hazards ahead. For example, there may be an incident, fog, a spillage, or road workers on the carriageway which you may not immediately be able to see.

Rule 256 (Motorway signals). Images added to ensure readers understand:

- a single sign or signal can display advice, restrictions, and warnings for all lanes.
- lane specific signs and signals can display advice, restrictions and warnings that apply to individual lanes.

Rule 257 (Motorway signals). Image added to ensure readers understand:

- how drivers should adjust their driving behaviour on approaching amber flashing lights
- how to recognise a sign displaying amber flashing lights.

Rule 258 (Motorway signals) Images added to ensure readers understand:

- the display of red flashing light signals and a red 'X' on a sign identify a closed lane in which people, stopped vehicles and other hazards may be present

- drivers should follow the instructions on signs in advance of a closed lane to move safely to an open lane
- there can be several hazards in a closed lane
- blocking closed lanes may prevent people from getting the help they need and delay reopening of the lanes
- where a closed left lane crosses an exit slip road, the exit cannot be used
- the road is closed when red flashing light signals and closures of all lanes are shown on a sign
- how to recognise signs displaying red flashing light signals and lane or road closures
- lane and road closures indicated by red flashing lights are enforced by the police.

Rule 261 (Motorway signals). Updated to ensure readers understand:

- drivers must not exceed the speed limit displayed on a sign
- drivers must not exceed the maximum speed limit of their vehicle and the road type
- speed limits are enforced by the police.

Rule 262 (Motorway signals). Updated to ensure readers understand:

- information is available in rule 91 about ensuring fitness to drive and taking breaks
- service areas and other rest and refreshment facilities are available when travelling along motorways.

Rule 263 (Motorway signals). Updated to ensure readers understand:

- it is illegal to reverse along any part of a motorway, including slip roads, hard shoulders, and emergency areas

Rule 264 (Motorway signals). Updated to ensure readers understand:

- drivers should move over, if safe to do so, when approaching people and vehicles stopped on the hard shoulder or in an emergency area to create more space for the people and stopped vehicles.

Rule 266 (Motorway signals). Updated to ensure readers understand:

- road markings may also be used to indicate directions on the approach to some junctions.

Rule 269 (Overtaking). Updated to add images and ensure readers understand:

- the hard shoulder is for emergency use only
- on some motorways, the hard shoulder becomes an extra lane
- during periods of congestion, signs identify when the extra lane can be used
- on motorways where the hard shoulder becomes an extra lane
- during periods of congestion, emergency areas exist for use in the event of an emergency or breakdown
- the hard shoulder can only be used as an extra lane when a speed limit is shown.

Rule 270 New rule (Stopping). Updated to add images and ensure readers understand:

- emergency areas are located along motorways without hard shoulders or where the hard shoulder is used some of the time as an extra lane
- how to recognise an emergency area
- emergency areas are for emergency use only.

Rule 271 (Stopping). Updated to add images and ensure readers understand

- drivers must not stop in an emergency area on a motorway, except in an emergency.

Breakdowns and incidents (274 - 287)

Rule 275 New rule (Additional rules for the motorway):

- a place of relative safety is where the people and vehicles
- involved in a breakdown or other incident are less likely to be at risk from moving traffic
- the safest place to stop in the event of a breakdown or incident is a location which is designed for parking
- on motorways and other high-speed roads, the safest place to stop is a service area
- other places of relative safety on motorways and other highspeed roads include lay-bys, emergency areas and hard shoulders
- hard shoulders provide less protection than other places of relative safety.

Rule 277 (Additional rules for the motorway). Updated to add images and ensure readers understand:

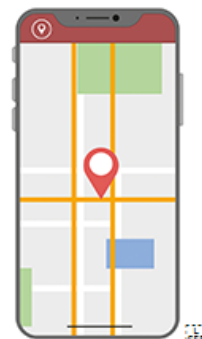
- the steps to follow if their vehicle develops a problem (get left, get safe and get help)
- the importance of staying away from their vehicle and remaining aware of other traffic
- what to do if they break down in a live traffic lane
- how to identify and communicate their location to emergency services.

Communicating your location. How to identify your location to the emergency services.

eCall. Press the SOS button if your vehicle has one.



App. Use a mobile telephone mapping application.



Marker post or driver location sign. Quote the numbers and letters on marker posts or driver location signs which are located along the edge of the road.



Rule 278 (Obstructions). Updated to add images and ensure readers understand:

- how to re-join the motorway from an emergency area
- the importance of using the SOS phone in emergency areas
- obstructions and debris may be present on the hard shoulder

Rules 279 (Obstructions). Updated to ensure readers understand:

- the importance of switching on hazard warning lights to warn other motorists of a stopped vehicle
- the need to keep seatbelts on when staying in a broken-down vehicle
- as an alternative to calling 999, there is the availability of an SOS button in some vehicles for contacting the emergency services
- how drivers who are deaf, hard of hearing or speech impaired can communicate with the emergency service using the emergency SMS service

Rule 280 (Obstructions) Motorways. Updated to ensure readers understand:

- on motorways, drivers and passengers must not retrieve items that fall from a vehicle or attempt to move an obstruction
- in the event of a fallen item or other obstruction on a motorway, drivers should stop in a place of relative safety and contact the emergency services to report the incident and request help.

Rule 281 (Incidents). Updated to ensure readers understand:

- warning signs or flashing lights indicate that people, including the emergency services, traffic officers, and recovery workers, may be working in the road.

Rule 282 (Incidents). Updated to ensure readers understand:

- drivers should remain alert for hazards and not slow down unnecessarily when passing an incident.

Rule 283 (Incidents). Updated to ensure readers understand:

- if drivers stop to give assistance, they should stop in a place of relative safety and not put themselves or their passengers in danger
- how the emergency services can be contacted using an emergency telephone, a mobile telephone, or, if a vehicle has one, its SOS button
- further information is available about giving first aid
- there may be a need to exchange details in accordance with rule 286.

Rule 286 (Documentation). Updated to ensure readers understand:

- drivers should stop in a place of relative safety if they are involved in a collision.

Road works, level crossings and tramways (288 - 307)

Rule 288 (Road works). Updated to ensure readers understand:

- vehicles displaying amber flashing lights are likely to slow down and turn into a works area
- drivers should leave extra space between themselves and a vehicle that is displaying amber flashing lights.

Rule 289 (Additional rules for high-speed roads). Updated to ensure readers understand:

- where large 'Keep Left' or 'Keep Right' signs are displayed on a works vehicle, drivers must move over to the next lane and pass the works vehicle on the side indicated and must not return to the closed lane until it is safe to do so
- works vehicles displaying the sign, 'convoy vehicle no overtaking', must not be overtaken.

Rule 290 (Additional rules for high-speed roads). Updated to ensure readers understand:

- lanes in road works may be narrower than normal and will be marked by studs or temporary road markings
- in narrow lanes, drivers need to keep a good distance from the vehicle in front to be able to clearly see the edges of the lane ahead
- at the start and finish of contraflow systems in road works, there may be areas of adverse camber; drivers need to slow down and leave extra space when these areas are signed
- areas marked off by cones contain significant hazards

Automatically better?

Gordon Farquharson, GAM National Observer

Just when we thought the debate was really quite simple....manual, automatic (DCT or CVT) or gearless EV, things have started to get a little more complex. Three things made me want to 'just have a think about this'. Evidence that there are an increasingly large number of young people learning to drive autos, that many high-performance ICE and regular ICE/Hybrid cars are only available with automatic gearboxes, and two speed gearboxes are arriving in some (high performance) EVs. I thought I should look at each of these with some information and data obtained from the internet.

First, is learning in an automatic the new normal?

Will automatic cars soon surpass manuals as the preferred choice for the basic driving tests? I have looked at some research compiled by John Douglas *You and Yours* and Chloe Martell *Home-Driver HubNews*.

Can you remember your first driving lesson? For many of us, keeping our eyes on the road while manually shifting gears was the main struggle in those early lessons. For the Advanced Driver one of the great debates and biggest challenges is brake/gear overlap and correctly managing steering, gear changing, braking, and signalling with only two hands and two feet. Absolute data is hard to find, but in Britain apparently, 90% of driving tests are still passed in manual cars (I wonder how many are failed? Can't find anything about this.), but the production and distribution of automatic cars continues to rise. In 2017, there were estimated to be 8.4 million cars on the road fitted with automatic gearboxes - around 40% of all new cars on the road that year.

Will this change how learners are taught or wish to drive in the future? When will automatic cars surpass manuals as the preferred vehicle of choice for first driving tests? Maybe learner drivers are most stimulated by the prospect of learning to drive in an

electric car, and an automatic ICE car provides automatic experience that is easy to carry to electric vehicles (EVs) until we are all driving EVs.

AUTOMATIC PASS RATES AS % OF ALL UK DRIVING TESTS

Year	Male Passes	Female Passes	Total Passes
2019/20	6.4%	15.7%	10.9%
2018/19	5.3%	13.7%	9.4%
2017/18	4.3%	11.8%	8.0%
2016/17	3.8%	10.2%	6.9%
2015/16	3.3%	9.4%	6.3%

Today, how many UK driving tests are passed in automatic cars? From some of the data assembled by John Douglas and Chloe Martell, we can see that in 19/20 almost 11% of passed driving tests in the UK were taken in an automatic car, and of these male drivers accounted for 6.4%, and it was 15.7% for female drivers. We can also see that the popularity of automatic cars for tests has increased in the last five years. In 2015/16, just 6.3% of tests were passed without a clutch pedal, but this increased to 10.9% in the most recent data.

It seems clear from this, that learner drivers are slowly starting to make the switch to automatic cars. Maybe ease of driving is a motivator despite higher vehicle cost. However, those wanting flexibility over vehicles they're permitted to drive, manual lessons and test are still essential....for now! How is this being addressed by the ADI fraternity? I found it really difficult to obtain definitive information on ADI trends.

However, I found this remark from a gentleman called Ruediger Preiss, owner of Dorset school YES! 6 of the 16 instructors at YES! teach learners in automatic cars. According to Ruediger he has noticed a "significant increase" in interest. "We could still fill many more appointment diaries with automatics. Basically, the problem we are facing is not the interest from the learner side, but to get enough instructors to change to automatic," he says.



Secondly, high performance autos

The absence of a manual gearbox in some of the latest crop of performance cars has been a growing source of interest and for some consternation for those who just don't find any kind of semi-automatic 'box involving enough. The new [BMW M3 Competition](#), for example, isn't offered with a manual at all in the UK. However, interestingly its transmission isn't a dual-clutch automatic. BMW has reverted to a ZF-supplied eight-speed torque-converter automatic with paddle shifters to gain efficiency.

Gradually as the carbon spectre rears its head, manufacturers have worked hard to find compelling alternatives to torque-converter autos back when the nickname 'slushbox' was still relevant. Before that, the automated manual (AMT) was the first attempt to take charge of shifting in a way that gave manufacturers some chance of controlling what the engine was doing, efficiency-wise. Used by the likes of BMW and others, they were supposed to offer a glimpse into what it's like to drive a full-on sequential dog-engagement motorsport 'box without its harshness or self-destructive tendencies.

The emergence of the dual-clutch transmission (DCT) moved the game on and seemed like the last word, vastly improving on AMT and its single clutch by shifting without interrupting the flow of torque. In reality, a perfectly calibrated DCT is so effective in this respect that it can be borderline dull, which is why the imperfection of manual shifting and the skill needed to do it well is still so appealing to some.

If the DCT appeared to be the perfect answer to combining a race-car-like experience with the efficiency that manufacturers are compelled to chase, even those days are numbered. The new BMW M3 is armed in the UK with the ZF 8HP torque-converter automatic, which is now in its third generation and has been steadily developed since its introduction in 2009. Strip away all the internal mechanical differences and the key distinction between it (or any torque-converter-based transmission) and a DCT or manual is that the torque is transmitted from the engine to the gearsets by a fluid coupling, the torque converter, rather than by a clutch or clutches.

The ZF 8HP is a great example of a modern super-efficient automatic transmission. Internally, the flow of cooling oil can be varied as required leading to energy saving by the cooling pump. The pump supplying pressure for the gearshift actuation system is electrically driven to keep it working while the engine is shut down for longer start/stop and coasting periods.

There are two compelling features of this gearbox type. These are first the ability to have minute control over 'shift point optimisation' to maximise fuel efficiency and secondly the capability of handling around 700lb ft 'input' torque, easily accommodating the M3's 480lb ft. The penalty of the technology is weight. It weighs 87kg, roughly double that of a six-speed manual box.

Thirdly, why does the EV Porsche Taycan have a two-Speed gearbox?

Is this such a big deal, and why was the drive engineered like this. Apparently, the twin objectives were to improve an EV's range by 5% and increase the top speed by changing gear.

The engineers at Porsche gave their all-new, all-electric Taycan a two-speed gearbox. And while that feature is unlikely to grace any headlines, it represents a potentially major shift for the



electric car market. Once again, ZF were the supplier of the two-speed transmission is programmed to upshift at 43 mph, though it can be condition adjusted.

Apart from the Taycan, virtually every other production EV uses a single-speed transmission, and gets along just fine. Internal combustion engines need a set of gears because they have a narrow RPM window within which they can operate optimally. For electric motors, that window is much wider, so a single-speed works for both low-end acceleration and highway driving. It does require some compromise, and so EV makers favour low-end acceleration over ultimate top speeds. Where most EVs top out around 90-110 mph (Tesla limits its cars to 163), the Taycan will touch 161 mph.

As the automakers rushing into the EV market look to differentiate the dozens of models they're preparing to roll out, and as electric driving tech continues to evolve, Porsche is unlikely to be the only one making this move. The Taycan's transmission is an in-house solution. At the start of Formula E, the regulations required a 6-speed transmission, now rationalised to 3 or 4-speed gearbox engineered by Hewland. Industry transmission supplier ZF is working on its own version of the two-speeder, which it's looking to sell to any auto manufacturer that doesn't want to choose between low-end torque and top speed performance.

Towing trailers and caravans

The rules about what you can tow were supposed to change on 15 November 2021, but this date was missed due to lack of parliamentary time. The change will now be introduced at a later date, and as soon as possible. Sign up for gov.uk email alerts to be told when the new date is confirmed. You must continue to follow the current rules until the law changes later in 2021. The new rules will still depend on when you originally passed your car driving test.

The rules on what you can tow are different depending on when you passed your car driving test.

What you're currently allowed to tow:

Licences first issued before 1 January 1997

You will not be affected by the changes if you passed your car driving test before 1 January 1997.

You're usually allowed to drive a vehicle and trailer combination up to 8,250kg maximum authorised mass (MAM). MAM is the limit on how much the vehicle can weigh when it's loaded. View your driving licence information to check.

You're also allowed to drive a minibus with a trailer over 750kg MAM.

Licences first issued from 1 January 1997 to 18 January 2013

If you passed your car driving test from 1 January 1997 to 18 January 2013, you can currently drive either of the following:

- a car or van up to 3,500kg MAM towing a trailer of up to 750kg MAM (up to 4,250kg in total)
- a trailer over 750kg MAM, as long as it is no more than the unladen weight of the towing vehicle (up to 3,500kg in total)

You've had to pass a car and trailer driving test if you want to tow anything heavier.

Licences first issued from 19 January 2013

If you passed your car driving test from 19 January 2013, you can currently drive either of the following:

- a car or van up to 3,500kg MAM towing a trailer of up to 750kg MAM (up to 4,250kg in total)
- a trailer over 750kg MAM as long as the combined MAM of the trailer and towing vehicle is no more than 3,500kg

You've had to pass a car and trailer driving test if you want to tow anything heavier.

What will change later in 2021

If you passed your car driving test from 1 January 1997, you'll be allowed to tow trailers up to 3,500kg MAM when the law changes.

DVLA will update your driving licence record to show that you're allowed to tow trailers. You'll get category BE added to your driving licence when you get a new photocard driving licence.

You do not need to contact DVLA for this to happen. It will be done automatically.

What you can do until the law changes

Until the law changes, you must continue to follow the current rules about what you're allowed to tow based on when you passed your car driving test.

You can be fined up to £1,000, be banned from driving and get up to 6 penalty points on your driving licence if you tow anything heavier before the law changes.

You're only allowed to tow anything heavier if you're being supervised. When you're being supervised, you must:

- display L plates to the front of the car and the rear of the trailer
- be accompanied by a person who's at least 21 years old and has had category BE on their driving licence for at least 3 years.

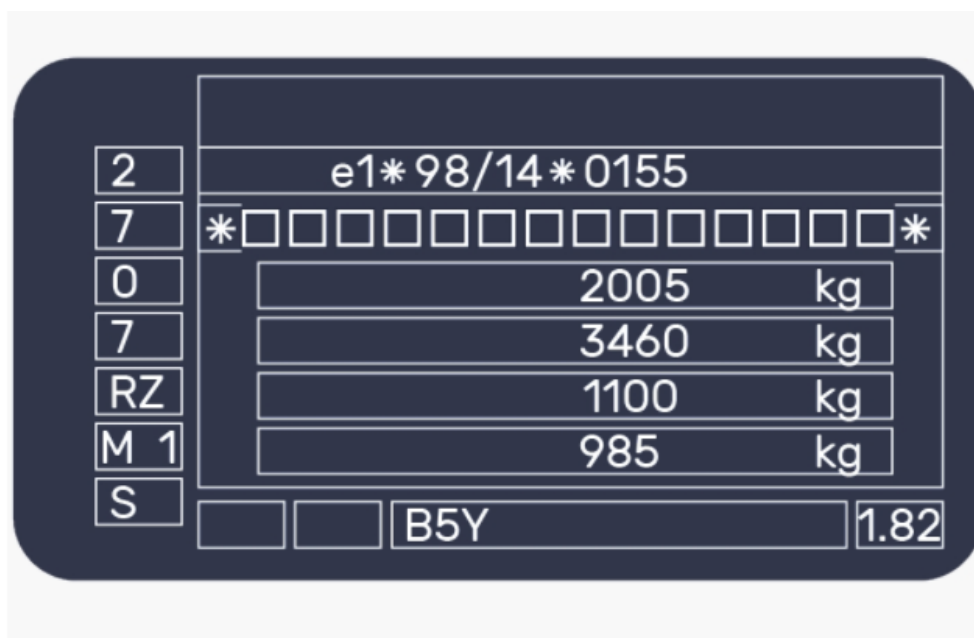
Car and trailer driving tests have now stopped. You can no longer book one.

If you had booked a test yourself, the Driver and Vehicle Standards Agency has automatically cancelled and refunded it for you.

If your driving instructor booked your test for you, talk to them about what happens next.

You cannot get a refund or compensation for any training that you've taken to help you prepare to take the test.

If you had previously passed a car and trailer driving test, you cannot get a refund or compensation for any training that you took to help you prepare to take a car and trailer driving test. You also cannot get a refund for any tests you took.



An example of a vehicle manufacturer's plate.

Weight	Description
Weight 1	Maximum weight of the car on its own
Weight 2	Maximum weight of the car and trailer combined
Weight 3	Maximum weight for the front axle of the car
Weight 4	Maximum weight for the rear axle of the car

The maximum weight includes passengers, other loads, and fuel.

Older driver re-testing

Paul Whitehead

A week or two ago IAM RoadSmart published a research report that boldly claimed in the title "More than half of older drivers support testing of older drivers every 5 years". I remember being asked to contribute to that survey, and I also recall some of my response which does not entirely agree with this headline.

If you examine the text of the report it does seem to concentrate on health and other related issues rather than driving per se. For example, "... our research shows that many older drivers are confident in their driving and happy for their health and driving skills to be periodically tested" and "... nearly two-thirds of respondents claiming that if there was a DIY kit available to test their driving fitness, they would use it."

The report goes on to say, "With the extended backlog of patients waiting to see a GP, we would encourage older drivers to independently monitor behaviours or health patterns which may impact their driving habits and general health more than usual". So, this is not really about retesting driving skill, driving knowledge or driver training but more to do with the effects of health and ageing, an issue that the report suggests is the responsibility of hard-pressed GPs to resolve.

In other words, the IAM survey respondents' view, and perhaps that of many others, is that retesting older drivers means a health check and not a driving check. Sure, the two are closely linked in many instances, and someone who cannot see well is hardly going to be as observant as a driver who can see, but this can happen at any age, including a year or two after the one and only test you need to pass to get a driving licence in the first place.

The legal obligations of drivers and riders, according to gov.uk, include getting a driving licence, registering, insuring, and taxing your vehicle, and getting an MOT. Before you drive or ride you must have the correct driving licence, be the minimum driving or riding age, and meet the minimum eyesight rules. That's it. No declarations or health checks, no doctor's reports or other paperwork required.

So, who will carry out this re-test? Are current driving examiners medically qualified enough to be able to spot issues that should be in the domain of the GP, or do we need a new team for this purpose? My research suggests that the current driving test is not at all concerned with any of the issues that older drivers may be asked to discuss or consider – it is simply a test of whether, on the day, you can drive a car to a specified standard with a minimal number of minor infringements. The only nod in the direction of health matters is the mandatory eyesight check as outlined in the Highway Code.

Is it reasonable to suggest that it is only drivers over 70, for example, who are likely to require 'retesting', or more correctly, a driving health check? I recall that my eyesight became marginal for driving when I was around 40 and my relatively inconsequential prescription gave me back the vision needed to observe at distance. Fortunately, I did not (knowingly) suffer from any other of the literally dozens of ailments and afflictions that the DVLA list as something one might need to report to them when renewing a driving licence. A few months away from my 70th birthday and I will now be asked to self-declare that I have no such issues to report for fear of a significant fine if I answer incorrectly.

The link between being reasonably fit and healthy enough to be able to control a motor vehicle and the act of driving safely and responsibly is undeniable, but it is entirely possible to have a driver who is extremely skilful and considerate but with serious health issues as well as a driver who is 100% fit and without any medical constraints but is a hopeless and careless road user.

How do we tell the difference? Self-declaration and GP reporting of serious issues has worked well for many years, and older drivers making their own decisions also works – my wife, for example, chooses not to drive at night, particularly on unfamiliar roads, as she just does not think she is as 'safe' then as she needs to be. But to be truly safe we not only need to include a more rigorous health check for every new driver being tested as well as the skills test on the road, and we need to repeat this process for everyone at regular intervals throughout our driving careers. Who is going to pay for that?

Maybe the problem will go away when we no longer 'drive' cars but get driven by them.

Prepare your car for Winter

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

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

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.

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 National Highways, 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.”

There are dangers that lurk on our safest roads – motorways: One Wednesday night I sensibly got an early night, conscious that the following day would be a busy one – our IAM 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.

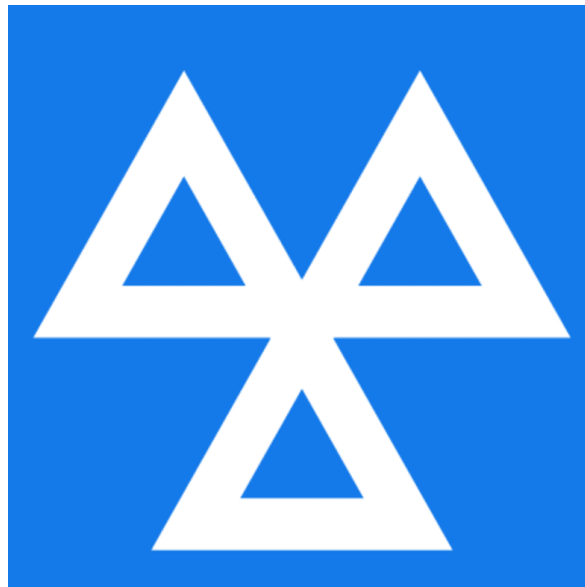
Christmas Quiz – MoT Test requirements

A few quick questions on items that might or might not be an MOT test 'fail' for your car.

Which of these will be marked down as a fail on the test?

1. A spare tyre in the boot is obviously 'flat' and punctured.
2. A small round chip the size of a 10p piece in the windscreen on the passenger side of the vehicle.
3. Wing mirror missing from the nearside of the car.
4. The front passenger airbag is switched off.
5. You have a high level 'stop' lamp with two of the 10 sections not lit when the brakes are applied.
6. Your front fog light has a cracked lens but is still working.
7. When you indicate, the green light on the dashboard flashes but the 'clicking' sound is not heard.
8. The date code on the tyres is more than 10 years ago.

Answers are on the next page...



Answers to MOT Test quiz, taken from the 2021 MOT test manual.

<https://www.gov.uk/guidance/mot-inspection-manual-for-private-passenger-and-light-commercial-vehicles>

1. A spare tyre in the boot is obviously 'flat' and punctured

You only need to inspect the tyres fitted to the road wheels at the time of the inspection. If you notice a defect on a spare tyre, you should advise the vehicle presenter.

2. A small round chip the size of a 10p piece in the windscreen on the passenger side of the vehicle

Check for damage in the remainder of the windscreen's swept area more than 40mm in diameter. Failure for damage is only justified if the damage significantly affects the driver's view of the road.

3. Wing mirror missing from the nearside of the car

Rear view mirrors and indirect vision devices can be any of the following positions:

a. an exterior mirror or device that provides a view along the offside of the vehicle

b. an exterior mirror or device that provides a view along the nearside of the vehicle

c. an interior mirror or device which provides a view to the rear of the vehicle

Passenger vehicles with fewer than 8 passenger seats first used before 1 August 1978

- At least one mirror/device in any of the above positions

Any passenger vehicle (excluding buses and minibuses) first used on or after 1 August 1978 - Two mirrors/devices, one of which must be in position 'a'.

4. The front passenger airbag is switched off

A passenger airbag that is switched off is not a defect.

5. You have a high level 'stop' lamp with two of the 10 sections not lit when the brakes are applied

(a) Stop lamp(s):

(i) with a multiple light source up to 1/2 not functioning – minor defect

If a vehicle has only minor defects, it will pass its MOT inspection and a test certificate will be issued.

6. Your front fog light has a cracked lens but is still working

(b) A fog lamp lens defective:

(i) which has no effect on emitted light – minor defect

7. When you indicate, the green light on the dashboard flashes but the 'clicking' sound is not heard

A direction indicator 'tell-tale' can be audible or visual.

8. The date code on the tyres is more than 10 years ago

The check of tyre age applies to all vehicles with more than 8 passenger seats, other than vehicles of historical interest.

Alison Wright

We are sorry to share the news that one of our longstanding observers has passed away. We share some memories here kindly gathered by Lesley.

Alison was born on November 8 1942 and, as she put it, "Joined the party" on October 14 2021.

My first meeting with Alison was in September 1978 - we met on the touch line at St Johns School in Leatherhead where both of our elder sons were starting a new school life. We kept company at various school events, often livened up when Alison's mother Mary Morgan-Owen joined us, a true expert on all things sporting at the School.

Life happened - all sorts took place and we met again in May of 2018 when we moved just round the corner. We shared an interest in bridge and trips to the Monday Dorking U3A Bridge Club. It was on one of those journeys that driving came up and Alison was my introduction with her enthusiasm for the GAM, wisely declining to be my Observer but encouraging in my journey with the same unit.

Lesley.

I add some of the words spoken by her son David and her partner Chris for the last eight years to give a flavour of the kind, fun loving, and inspirational person Alison was.

From David

Mum liked to let things flow, didn't make a fuss about a scraped knee. *Honourable Scars* she called them. The question she asked herself was 'is it going to kill or maim? If not, screw it, let it happen'. I love her so much for that and I'm more grateful than words can say, it's shaped my life.

Of course you won't find her now-famous method of 'teaching a child to swim' in any coaching manual ... the idea of just throwing them in at the deep end seemed so ... passively benign to Mum. Well, I won't go into details - and no-one drowned.

Then, of course there was the famous day of the Pompeii exhibition in the 70s when she took five young children to London and came back with three. My earliest memory of the London Underground is standing at the top of a massive long escalator trying to persuade my Mother not to slide down the central reservation to go and find them!

Life did throw some curveballs but everything she did had a sense of fun and *joie de vivre* about it. Mum dedicated several years of her life to looking after my Gran [Mary Morgan-Owen]; I wonder how many other 100 year olds go on holiday in an old motor-home? Racing over level crossings as the barriers came down - during mealtime.

As a pensioner, in winters, when it was icy and dangerous on the roads, Mum used to go to deserted car parks, whizzing around doing handbrake turns and even donuts. Which various elderly passengers apparently found very exciting. My life has been so much better with this constant infusion of positive energy. She was made of the right stuff.

Throughout her life, Mum was always very active; she sprinted for Scottish Universities, she had trials for Wales at hockey and following in the footsteps of her grandfather, a founder of Bull Bay Golf Club, she was very useful on a golf course. In later years she was also Surrey's oldest shepherdess. She was very good at it, too.

But in all of her activities and daily life, there was this sense of fun. But above all, love, and kindness. And that's Mum's special gift to Mike and me.

Memories from Chris.

However, in her early days as a mother, her life was blighted by epileptic fits. These caused considerable trouble for quite a while and prevented her from having a licence to drive cars. By better medical care over the next few years, her fits were gradually mastered by two sympathetic specialists at Epsom and changes in the law. From there on, her driving life was transformed and played a big part in many new activities.

As soon as she was free to drive, she said "I must do this the proper way" and she went to the Institute of Advanced Motorists in Guildford for proper tuition. This was perfect for her. No sooner had she passed their Advanced Test than she was invited to train as an Observer in Guildford and was constantly on hand for many years.

Two years ago she was offered the Vice Presidency but that would have denied her the chance to help others as a trainer, so she didn't accept it.

For many years she ran a camping van in which her mother enjoyed trips. She also ran a Daihatsu Terios - very useful for later assisting Amanda [with the sheep].

Alison is missed locally for all the things she had a hand in (many) her great joy in life & people. Remember her wonderful smile that really warmed a chilly day.. ??

GAM Diary Dates 2022

Observed Runs

'Sunday-Runday'

Sunday runs are at the Woking Road Depot, the usual date for this is the 3rd Sunday of the month, with exceptions for 2022 published below:

Sunday Runday 2022	GAM Observed runs
January	16 th
February	20 th
March	20 th
April (to avoid Easter)	10 th
May	15 th
June (to avoid Fathers' Day)	12 th
July	17 th
August	21 st
September	18 th
October	16 th
November	20 th
December (to avoid Christmas)	11 th

Non-Sunday Runs

We continue non-Sunday runs (or Allocated Observer Runs) to those who prefer to have some consistency with the same observer and for those who find it difficult to meet on a Sunday.

Observer Meetings 2022

Starting at 1930, venues to be advised and to be confirmed nearer each event as details can change (and are subject to COVID-19 restrictions).

These meetings will provide an important opportunity to get information and guidance, and importantly share experience and best practice with GAM peers. Please send apologies to Training Officer, Paul Burn.

Committee meetings for 2022 – Thursdays at 1930 – venue to be decided

- January 6th, March 3rd, May 5th

GAM's Advanced Driving test passes in 2021


Monique Harrison Andrew Sloane

Mark Herbert  FIRST



GAM - IAM RoadSmart 'Fellows' Roll of Honour

Neil Fuller
Alan Powley
Rosemary Henderson

Paul Whitehead  FIRST
Brian Mellor
Brian Miller



GAM - IAM RoadSmart 'Masters' Roll of Honour

Mike Hughes 2017 Distinction
John Panting 2018
Peter Laub 2019 Distinction
Victor Olisa 2019 Distinction

David Clifton 2019 Distinction
Gordon Farquharson 2021

GAM Management Team - Officers and Committee Members

Chairman	Gordon Farquharson	Chairman@guildford-iam.org.uk 07785 265 909
Secretary	Paul Whitehead	Secretary@guildford-iam.org.uk 07860 600477
Treasurer	Michael Tilney	Treasurer@guildford-iam.org.uk
Membership Secretary	Neil Fuller	Memsec@guildford-iam.org.uk
Chief Observer	Tim Lyon	Chief.observer@guildford-iam.org.uk
Newsletter Editor	David Clifton	Editor@guildford-iam.org.uk
Lead Local Observer Assessor (LOA)		
Observer Training Officer	Paul Burn	Training@guildford-iam.org.uk
Non-Sunday Run Manager	Clive Heavens	NSRManager@guildford-iam.org.uk

Contacts

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



@IAMgroup



www.facebook.com/guildfordiam

GAM Online coaching channel

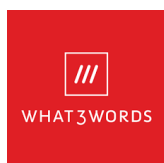
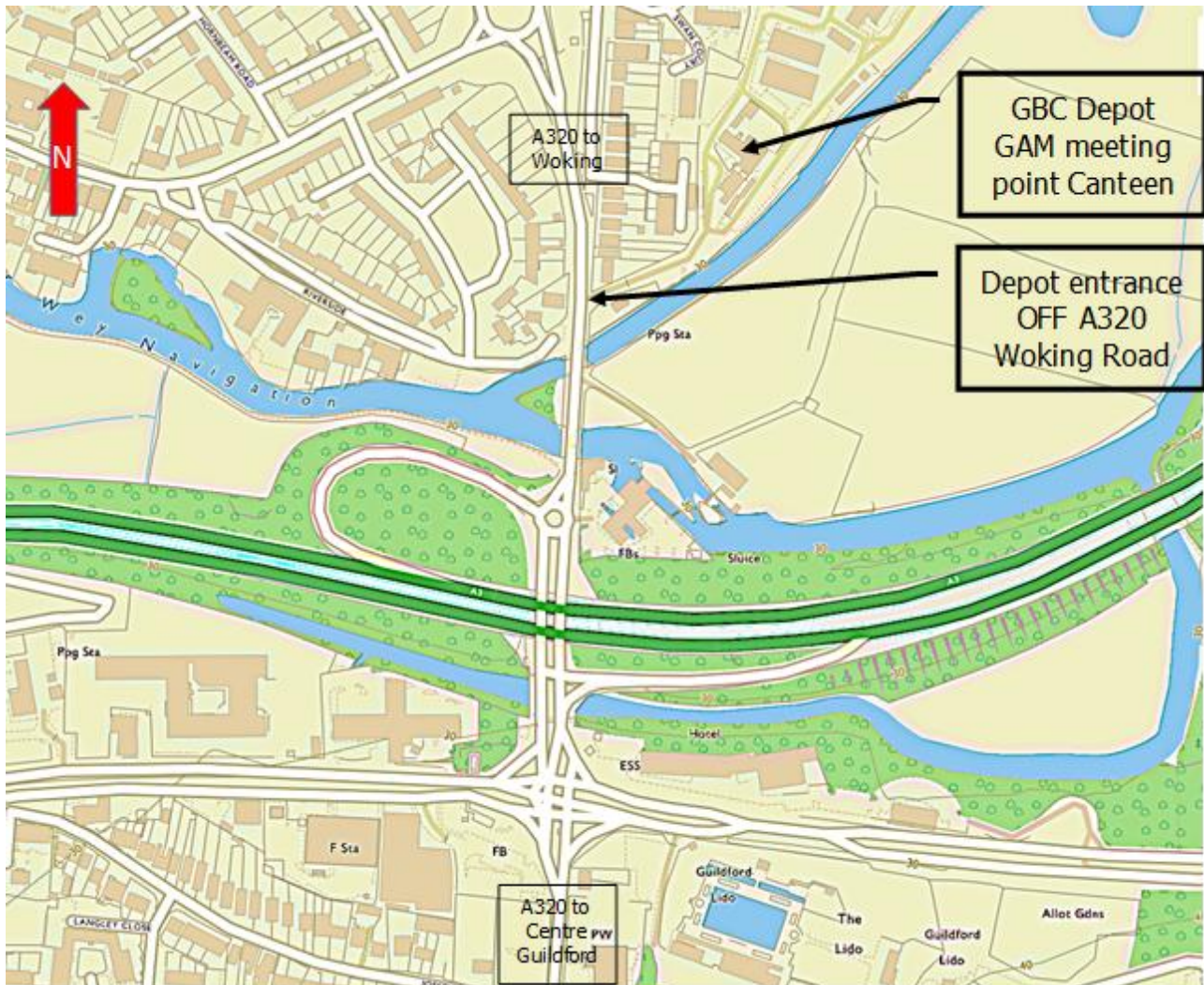


GAM YouTube Channel: recordings of the *GAM Virtual-Run* training sessions.
https://www.youtube.com/playlist?list=PLAEIIOdg_iR8PTrcQGJhXdB_RyZ3dXhKL

1.	GAM Vehicle Introduction – POWDERY
2.	GAM EV Cockpit drill
3.	GAM Virtual-Run IPSGA and the ‘System’
4.	GAM Virtual-Run Bends
5.	GAM Virtual-Run Junctions & Roundabout
6.	GAM Virtual-Run Overtaking
7.	GAM Virtual-Run Motorways/Dual Carriageways
8.	GAM Virtual-Run Slow Manoeuvring
9.	GAM Virtual-Run Automatic Transmission
10.	GAM Virtual-Run Commentary
11.	GAM Virtual-Run Vehicle Technology
12.	GAM Virtual-Run Night driving, weather, vulnerable road users.
13.	GAM Virtual-Run Human factors: The thinking driver
14.	GAM Virtual-Runs Signals
15.	GAM Virtual-Runs Q&A Forum

Location for the GAM Sunday runs:

Guildford Borough Council (Woking Road Depot)
Woking Road
Guildford
GU1 1QE



Vehicle entrance to the depot: letter.dared.loved
Building entrance (pedestrian): famous.drip.excuse