



# GAM

Guildford Advanced Motorists



## *Newsletter*

**Summer 2021**



## Summer 2021 Issue

Editorial Matters .....	2
Chairman's Message.....	2
Letters to the Editor .....	7
GAM volunteers .....	1
Chief Observer's Message.....	7
Licence Dilemma.....	9
Check your driving licence expiry date.....	11
GAM's 2020/21 Members survey summary.....	11
New Whiplash claims procedures .....	15
Alvis TA14.....	17
The immediate future of ICE vehicles .....	23
Build your own kit car (Part two).....	23
Observed Runs "Sunday-Runday" & Non-Sunday Runs .....	29
GAM Diary Dates .....	29
GAM Management Team .....	30
Contacts.....	31

### **We're looking for some new GAM volunteers!**

Sadly, Neil Fuller is looking to move away from our area, maybe following Graham Ranshaw westwards. GAM now needs to reinforce the leadership team with some new blood. The volunteer roles we are seeking to fill are Operations Manager, Membership Secretary.

Please think about joining the team, contact the Gordon Farquharson (Chairman) to find out more if you feel you would like to join our committee and take on one of these positions.

#### **Operations manager**

To communicate with and manage the flow of Associates through their IAM RS Advanced Driver Course. Liaising with our 'Non-Sunday-Run' & 'Appointed Observer' NSR manager to match our Observer capacity with Associates and track progress. The role includes liaison with Membership, Chief Observer and Treasurer, and reporting as a member of the GAM Committee. Technical capabilities include spreadsheet, word-processing and e-mail competence.

#### **Membership Secretary**

The post holder is a key member of the Group committee. To manage the list of GAM Members and Associates, distribute membership information, and process new and renewal membership requests. The main responsibilities are keeping an up-to-date list of all GAM Members, Friends, Associates and other contacts. Control GAM Member data in strict accordance with our GDPR requirements synchronised with the IAM-RS DARTS database.

## Editorial Matters

Welcome to the Summer 2021 edition of the GAM Newsletter. In this issue we look at the results from our member's survey and a reminder to check your driving licence expiry date.

The photo on the cover show that we should be keeping up our observational skills- especially in the summertime when overgrown signs become more common.

Further hazards are poor parking, got anything better (worse) than this?



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

## Chairman's Message

In our Spring newsletter I expressed cautious hope that we would emerge from Covid restrictions and return to some sense of normality. As I write this, we have just been released to do one-to-one advanced driving coaching with a small number of our observers

and associates. I must apologise most sincerely that our capacity is somewhat limited currently and hope you can understand the problems and bear with us.

Many of you will know we have managed to run a second group of virtual runs addressing various core principles of the system. From the feedback, these have gone down really well, and I would personally like to thank Tim Lyon and the observers who contributed to our efforts. The final session we ran in May was a quiz prepared by Paul Whitehead. The questions and answers engendered quite a lot of lively debate around several the subjects. You may be interested that we have shared some of our virtual runs and the quiz with South London Advanced Motorists (SLAM) and the Yorkshire and East Ridings Group.

Sadly, I think our 'Sunday Run-day' monthly coaching sessions from the Guildford Borough Council Depot are some distance away. As the lockdown and limitations are relaxed, we sincerely hope we will be able to reinstate these monthly sessions in addition to a greater focus on one-to-one runs with nominated observers.

During our 'Virtual Runs' we took a couple of polls of attendees. I was very interested to note that vehicle technology used by our associates continues to and employ more and more automation. We found that the number of automatic vehicles used by associates exceeded 50% and the number of battery electric vehicles BEVs also increasing. We are also seeing more and more hybrid vehicles, and I have personally restarted one-to-one coaching with two associates who both have automatic hybrid vehicles. Some of these vehicles come with a lot of whistles and bells, and it is essential that associates and observers understand the attributes of the vehicle and can explain them. Not everyone is a petrol head (what is the EV equivalent of a Petrol-head? Volt-head? Ohm-head? Electron-head?), and therefore it becomes very important to do this in the succinct and informative way.

This got me thinking about EV constraints ahead of 2030. In March 2021, the UK Government has officially confirmed that the ban on sales of new petrol and diesel cars (including hybrids of any sort) has been moved forward to 2030, while also announcing a new £20m funding pot for electric vehicle (EV) innovation (*not really sure what this is intended to go towards*). To get there, acceptance and adoption of EVs needs to accelerate exponentially. There seems to me to be real opportunities and loads of challenges. The main challenges are generally agreed to be cost, range and public charging availability and cost. Whilst the range issue seems to be diminishing, cost and charging infrastructure are certainly lagging.



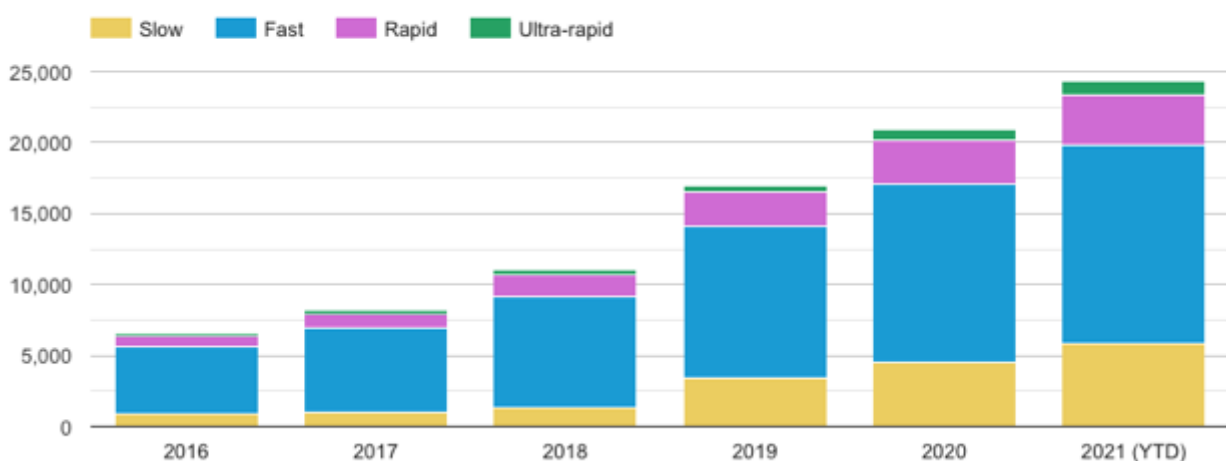
## Wuling EV

Most of the manufacturers, certainly the legacy companies, seem to focus on posh high-performance products that are actually quite inefficient. Whilst we might not hanker after the smallest, cheapest Chinese Wuling EV (£3,400), outselling the Tesla Model 3 5:1 in China, surely there is a market for economic, simple, efficient, and compact EVs. Just like the world of ICE cars, there should be horses for courses.....family, city, performance, economy.

EV vehicle energy efficiency should be a real interest, but often range and 0-60 time in *ludicrous mode* seems to be all consuming, even if it is irrelevant for city and urban driving. There is lots of 'real world' information on EV Database if you want to look further (<https://ev-database.uk>). My BMW i3 can manage an average of 4 miles/kWh of charge (250 W/mile) during town driving, a bit less at motorway speeds. It is interesting to compare energy cost. Petrol at say £1.30/litre, off peak (OP) electricity 5p/kWh, public rapid charging (PRC) 35p/kWh. Using an ICE vehicle averaging 40 mpg as a benchmark, we would see the following cost/mile comparisons for the fuel element of running cost: ICE 14.62 p/mile; EV (PRC) 8.75 p/mile; EV (OP) 1.25 p/mile. On the EV Database, a Tesla Model 3 Standard Range Plus can achieve 4.26m/kWh (235 W/mile), and at the other end of the spectrum a Mercedes EQV300 would do 2.22m/kWh, quite a difference.

As far as charging is concerned, I looked up some information from Zap-Map (see [www.zap-map.com](http://www.zap-map.com)) from 17<sup>th</sup> June 2021. The chart below provides a good summary but needs some explanation. The total number of locations which have a public charging point installed is 15547 (across multiple providers, including the Tesla dedicated network), the number of devices at those locations is 24388 and the total number of connectors within these devices is 41966. Remember a location may have several devices installed, and devices may have several connectors. There have been 730 new devices added to the Zap-Map database over the last 30 days which equates to 1211 new connectors.

Number of public charging points by speed (2016-to date)

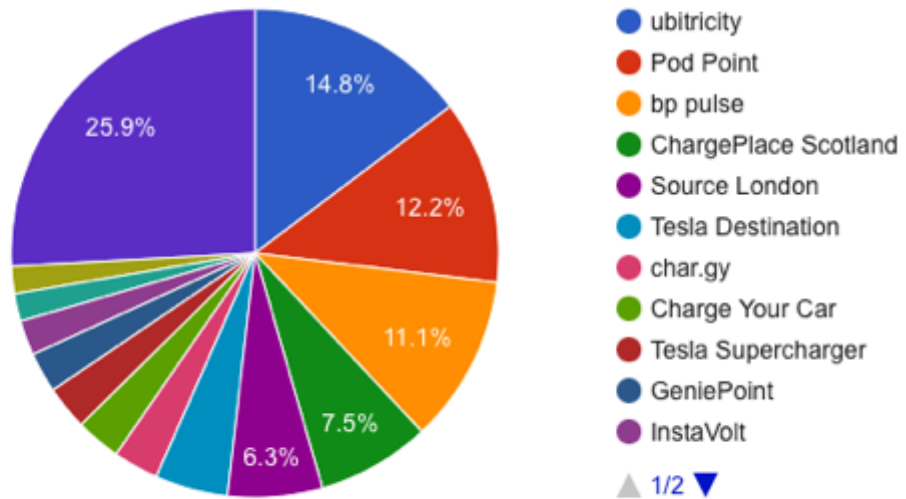


The pie-chart below shows the number of chargers for the largest charging networks in the UK. As can be seen, Ubitricity, with its lamp post chargers now operates the most public charging devices in the UK, although these of course are not rapid chargers. The number of different networks also can give rise to frustration with access, requiring different

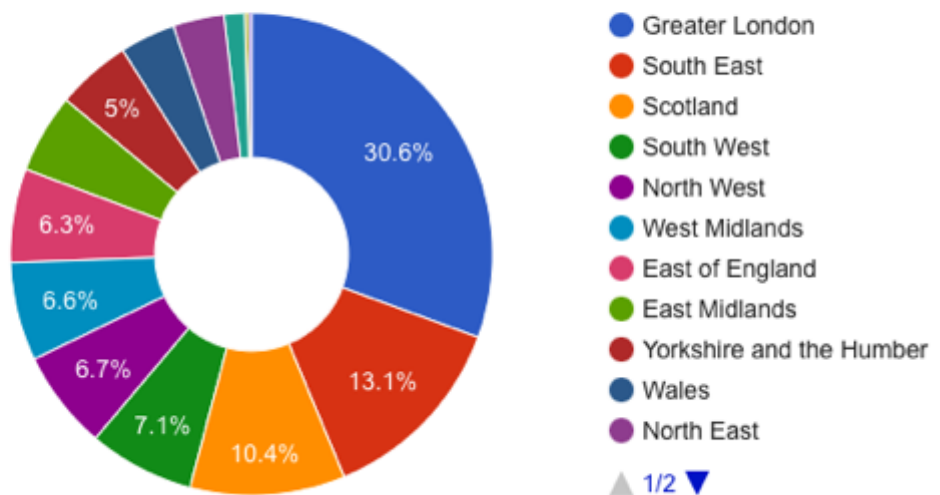
subscription and access methods. Like liquid fuel, costs vary with location. In June there were 'Rapid Chargers' at 2951 UK locations, with 4539 locations, and 10513 connectors. It should be noted that not all points/connectors are working all the time.

The pie chart below that shows how many chargers there are across each of the UK regions. Greater London has the most charging points followed by the South-East and Scotland.

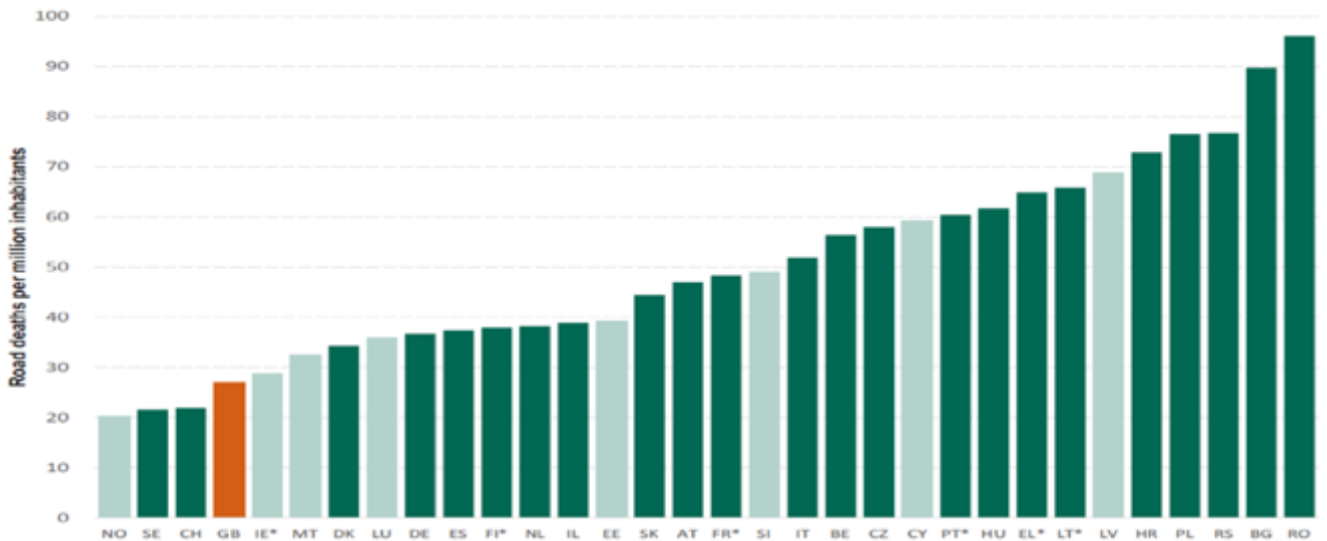
### Market share of UK charging points by network



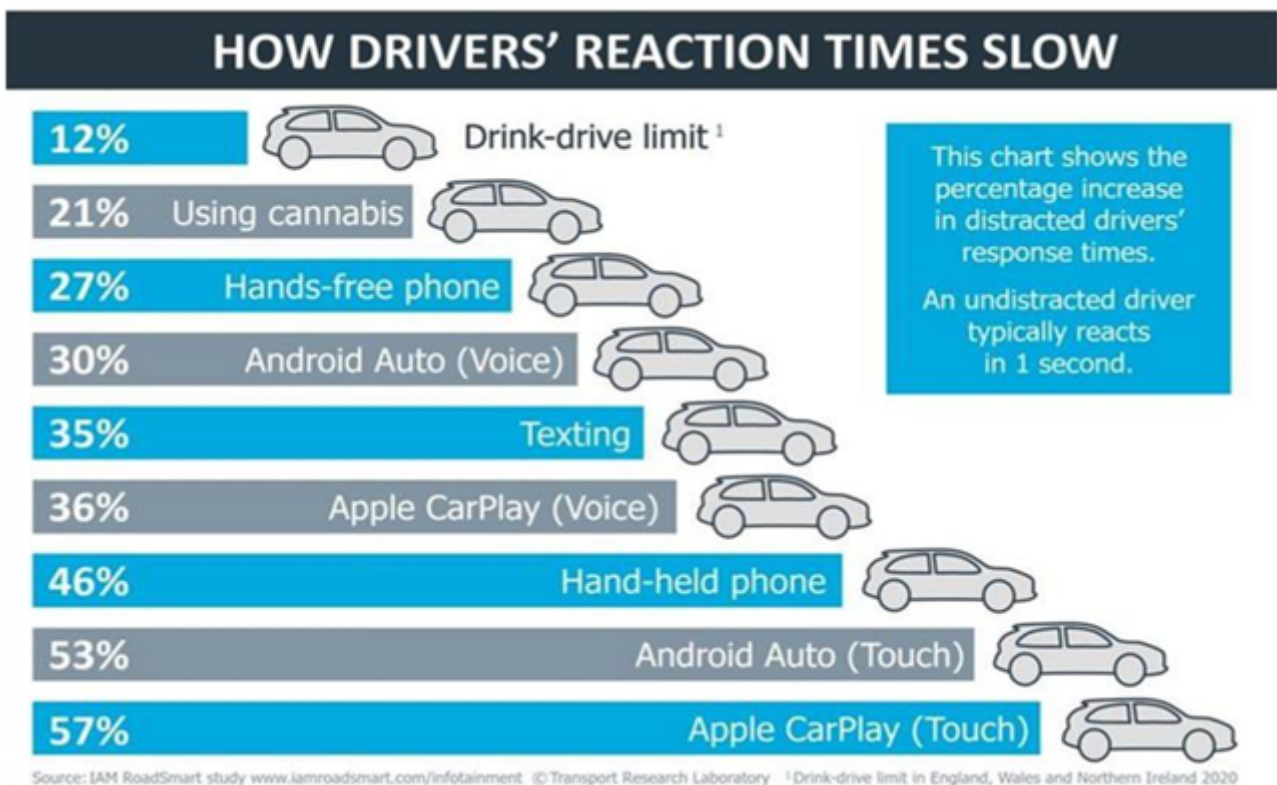
### Distribution of UK charging points by geographical area



Finally, on a completely different subject, I followed a recent presentation by Neil Greig, Director of Policy & Research at IAM RoadSmart reviewing current IAM RoadSmart initiatives and research. I was particularly interested in several items Neil covered, and have taken a few images from his IAM RS presentation. Let's start with the good news. The UK has an enviable reputation international road safety (deaths per 1x10<sup>6</sup> inhabitants).



Now some more challenging information related to driving distractions. Whilst the drug related impairment might not be a surprise (alcohol & drugs), the impact of voice and touch activated technology might be a surprise.



The issue of Smart Motorways is clearly very contentious. This recent IAM RS poll is heavily disparaging of this way of increasing motorway capacity on the cheap, reversing earlier opinion.

## IAM Member Web poll - The 80% club!!!



- How safe do you feel travelling on smart motorways - **81% feel less safe**
- Should the hard shoulder on smart motorways be reinstated immediately – **81% agree (76% strongly)**
- Should building of smart motorways stop until the safety case is fully proven – **85% agree strongly**
- If you broke down in a running lane of a smart motorway, would you trust the new systems to protect you until help arrived - **84% limited or no trust**
- At what distance and frequency do you think safety refuges should be spaced – **80% support 500 meters or less**

Stay safe, drive carefully,

*Gordon*

**Gordon Farquharson**  
GAM Chairman

## Letters to the Editor

We want to hear your views! [editor@guildford-iam.org.uk](mailto:editor@guildford-iam.org.uk)

## Chief Observer's Message

Assume

We assume so much.

It's Christmas - assume it will NOT snow. It's a Bank Holiday – assume it's going to rain, unless its Easter, then assume it WILL snow!

I assume you are reading this because you assume it will be brilliant. Of course, you are right, but what if your assumption is wrong?

In this case, all you have lost is a few minutes of your time, but with other assumptions, if wrong could have deadly consequences.



Many, many years ago we were on holiday in Florida and on this particular day were visiting SeaWorld, Orlando. We knew that the Orca shows were popular, so had turned up about 45 minutes early to get a seat (tip – unless it's really hot, don't sit in the first half dozen rows). The auditorium filled quickly and with 30 minutes to go was just about full. So, to stop the kids/adults getting bored, they gave us a quiz – Adults vs Children. All the parents started to smile and look happy – surely, they could outsmart their kids, how hard could it be?

To give them a head start the kids went first. What colour is an Orca – Black and white, or white and black? 1 to the kids. Adults question - lean forward, 'cos we can't let them beat us. Which of the following best represents the orca greeting call, mathematically? There were a couple of 'ink blots' made up of lots of numbers and mathematical symbols. What now of the parent's assumption? Kids still one nil up. And so it progressed.....

Back to driving! How many types of road are there in the UK? As with all questions you ask an Observer, it depends. However, for the sake of argument we will go with five (motorways, A roads, B roads, classified but unnumbered and unclassified).

My guess is that as you read the above list, you started delving into your knowledge as to what each of those road types is/refers to. Motorways – blue, multi lane, fast. A roads – green, can be multi lane, possible NSL. Classified – most roads in towns and cities, but can be country roads, so a multitude of speeds and threat levels. Unclassified – mostly everything else!

It is so easy, due to your experience you make assumptions about what to expect – we all do it. To me, it's a situation that has evolved to help keep us alive. Also, because we communicate, we have 'learned assumptions' – I have been told (and believe) that being hit by a lorry hurts, so I will try not to do that!

So how do you react when your assumptions are challenged out on the road – not in a theme park. I have two examples of my own.

My first example is from another American holiday. It was early in the holiday and we had been out for the day. We had driven out via the 'scenic route' and were returning via the 'quick route'. The quick route is usually the 'Interstate' (motorway). However, this was before we had GPS or mobile phones and we were using maps!

Now here I must make an admission – in these situations my wife is an excellent map reader (just don't tell her I said so). With her guidance and the odd signpost, there we were driving along a road with a terrible surface in the middle of a housing estate! I was told and the signs seemed to support the idea that the next left turn was the entrance to the Interstate. My assumption was what the entrance would look like.

In second example we were driving along the Arundel by-pass in Sussex. The road is a gentle curve, but it tightened up as it approached a roundabout. During the summer the grass on the verge can grow enough to partially obscure the view of the entrance to the roundabout, but you can see the tops of other vehicles. The lane is wide, traffic was light with nothing in front, a 50mph limit, and the limit point was approaching. My assumption, having driven it hundreds of times, was that road would be clear to the roundabout entrance.

In both circumstance I assumed, and those assumptions were wrong.

In the first case I assumed the entrance to the Interstate would be obvious (just like motorways in the UK, lots of signs, road markings, slip roads...). However, what I was looking at appeared to be the entrance to someone's house and I was not about to casually motor up their drive and be confronted by a garage door – in some states that's the equivalent to holding a sign that says 'shoot me!' I was so convinced that the wife was wrong, we pulled over and had a 'discussion'. During which a couple of other vehicles turned into the same entrance, that and a lack of gunshots

convinced me. It was a narrow, single lane road between two houses, but it was indeed an entrance to the Interstate.

In the second case, the outcome could have been a lot worse. As we came around the bend to the roundabout, we were confronted by a car leaving the roundabout via our entry to the roundabout! Fortunately, because of the restricted view I was already positioning towards the centre line – to improve my view. The oncoming vehicle was moving fairly slowly, keeping to his right. Add in light traffic and a wide approach, gave us enough room to pass – one of my more unusual overtakes! Once we had passed, the offending car saw the error of its ways and moved smartly to the correct side of the road. I assume that the driver of the vehicle was not from these shores and with the light traffic, had become a little bit confused.

So, what have I learnt from these two (and a few other) experiences?

Some assumptions are ok – tomorrow, the sun will rise and so on. However, assumptions made while driving are only 'good' up to a point. They are a starting point but should be constantly questioned. The vehicle in front has the left indicator on, do you assume a left turn? I am glad you all said 'No' – we question our assumption and look for proof. Is there somewhere to turn into? Is the vehicle slowing? Has it changed position?...

In other words, you want Information. Extract as much relevant information as you can from what you can see. Then test your assumption in light of your new knowledge – does it still hold up?

IPSGA – all of the above relates to the I (Information) phase and we do this sort of thing over and over again. Over time it does become easier to test your assumptions as you get used to extracting the relevant information from the scene around you - don't forget to use the information in your mirrors too.

So, as we 'get back to normal' don't become the ass in assume!

Personally, I think Information is the most critical phase of IPSGA – do you? Let us know, your answer may get published!

PS. 5-1 to the kids and some jewellery solved the 'discussion'!

***Tim Lyon***

GAM Chief Observer

**Become an IAM RoadSmart qualified Observer!**

For more information, email [training@guildford-iam.org.uk](mailto:training@guildford-iam.org.uk)

## Licence Dilemma

According to an article in "Auto Express" recently, sales of automatic cars have risen from around ¼ of all cars sold at the start of the last decade to just under ½ in 2019. This is hardly surprising since some of the newer technologies (many brought in through legislation proposals) will not work as well or at all in a 'manual' car, and almost all battery powered cars have no gearbox for the driver to use.

Although it is possible, for example, to have active cruise control with a manual gearbox, the 'following distance' being maintained under cruise control will need to interact with the gearbox when confronted by a steep hill or a significant reduction in speed of the forward

vehicle, and the manual car will disengage the cruise control function as there is no means of changing gear to compensate - the driver will have to realise this and take back control instantly.

Looking at manufacturer model lists for currently available new vehicles, there are virtually no Land Rover/Range Rover or Jaguar cars fitted with manual gearboxes, and very few Audi, BMW and Mercedes models apart from the smallest and cheapest (relatively!) variants. Less expensive model ranges from Ford, Citroen, Kia, Nissan, Peugeot and the others have a few more models with manual gearboxes, but the larger models and the more expensive variants are all auto only.

But as Auto Express point out and the DVLA have realised, nearly 90% of driving tests are in manual cars, simply because the drivers wish to keep all their options open since an 'automatic only' licence will not allow them to drive a car with a manual gearbox. Driving schools are constantly changing their vehicles and regularly purchasing new models, but when will they be forced into buying small automatic cars only? When will the option of having a manual car licence be lost forever?

There will inevitably come a time when some hard choices need to be made. It is not too many years ago that minibuses and towing categories were removed from new licences, forcing younger drivers to take further tests, and it may be that manual gearshifts will meet the same fate. But who cares if all cars are automatic? Why will it matter?

Younger drivers are generally going to buy (or have bought for them) a manual car after they have passed their test – there are still plenty around at the right price and age, and relatively less costly to insure than larger models. I cannot see this market disappearing overnight, and many youngsters will still be running around in manual Fiestas and Corsas until 2040 or beyond. Only having an automatic car licence will restrict the choice of vehicles for the new driver, and will completely prevent them from driving a classic car where almost all have a manual gearbox.

DVLA will need to be very careful what they decide to do with the driving test and the licencing regime. An enterprising manufacturer will keep a small number of manual gearbox cars available for as long as they are allowed to sell them, but eventually the drive for "battery power only" will probably kill the manual gearbox.

And one last thing – it is claimed that the test pass rate for new drivers in manual cars was 46% when the pass rate for auto drivers was under 40%. I wonder why that is? Are people who opt to take their test in an auto already admitting that they find driving is a skill that is hard to master and hope that the auto option is going to be easier? Is the act of 'driving' an automatic car seen as requiring less concentration but exposing more errors?

I have always maintained that driving an automatic car, especially a newer model with 'paddle shifts' and multiple possible modes, is actually more difficult to do properly than using a 6-speed box. But car sales personnel do not know how to explain the complexities and most drivers just don't care – tell me how to start it and stop it and that will do.

**Editor's note:** As stated, adaptive cruise control is available with a manual gearbox. The car will indicate on the dashboard the need to change gear, or else the system will disengage.

## Check your driving licence expiry date.

During the coronavirus lockdown period last year, the Driver and Vehicle Licensing Agency (DVLA) gave drivers whose licences expired between **1 February 2020** and **31 December 2020** an automatic 11-month extension from the date of expiry to renew them. In similar extension to those whose MoTs expired during the lockdown.

As an example, if your licence expired on 30 December 2020, you would have until 30 November 2021 to renew.

However, now is the time to check your current licence expiry date you could face a heavy fine should you not renew in time. This means those whose licences expired last July or August (or this June/July) should be renewing now or very soon.

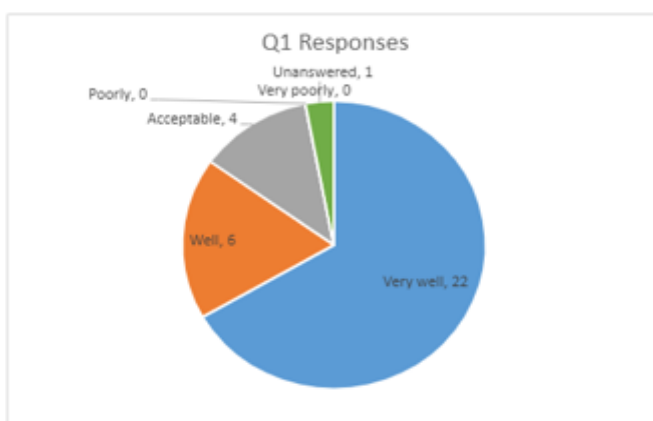
The expiry date on a photo card driving licence is listed at section 4b. The current price to renew is £14 online or £17 by post.

## GAM's 2020/21 Members survey summary

GAM organised an online survey, running from November 2020 to 31<sup>st</sup> January 2021, to ascertain from our 182 Members their views of future activities that could be organised in the short, medium and longer terms in order to increase the Group's retention rate of Members in the year after they had passed their Advanced Driving Test (currently 55% retention rate). The responses were anonymous and 33 were received (18% response rate). None of the questions forced an answer, hence not every respondent answered every question.

### Q1 asked how well Members thought the Group was run.

The answers were:



### Q2 asked what we did well.

The text-based answers can be summarised (in no specific order) as:

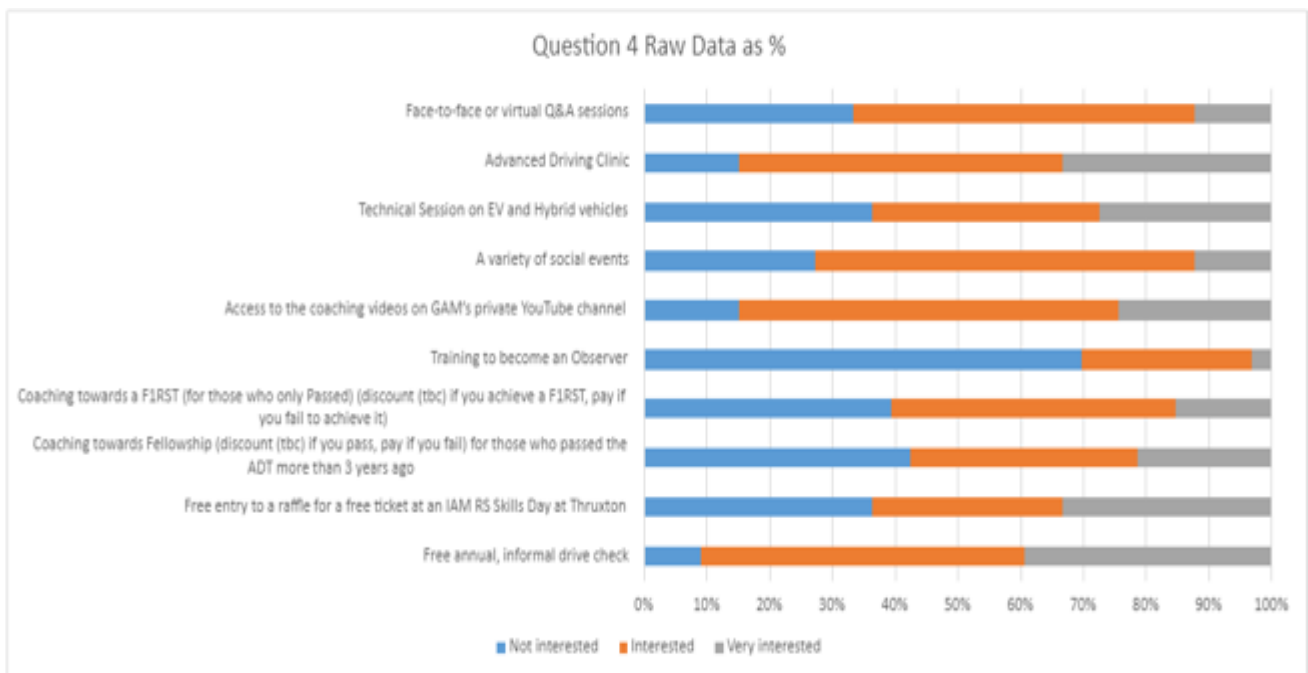
- Organising and delivering advanced driver coaching to pass the ADT
- High success rate of passes
- Engaging with Members (especially the Newsletter)
- Promoting advanced driving

### Q3 asked Members what we could improve.

The text-based answers can be summarised (in no specific order) as:

- Organise outside and social events.
- More Non-Sunday Runs
- More communications, especially for the under 40s

### Q4 asked Members to choose from a selection of opportunities that would incentivise Members to retain their membership.



Four responses were more than 70% positive:

- Free, annual, informal drive check (91%)
- Advanced Driving Clinic (85%)
- Access to the coaching videos on GAM's (private) YouTube channel (85%)
- A variety of social events (73%)

From the Group's sustainability view, the lowest score of 30% who wanted to train to become Observers, was a disappointment.

**Q5 asked Members to suggest near-term activities they may wish to participate in.**

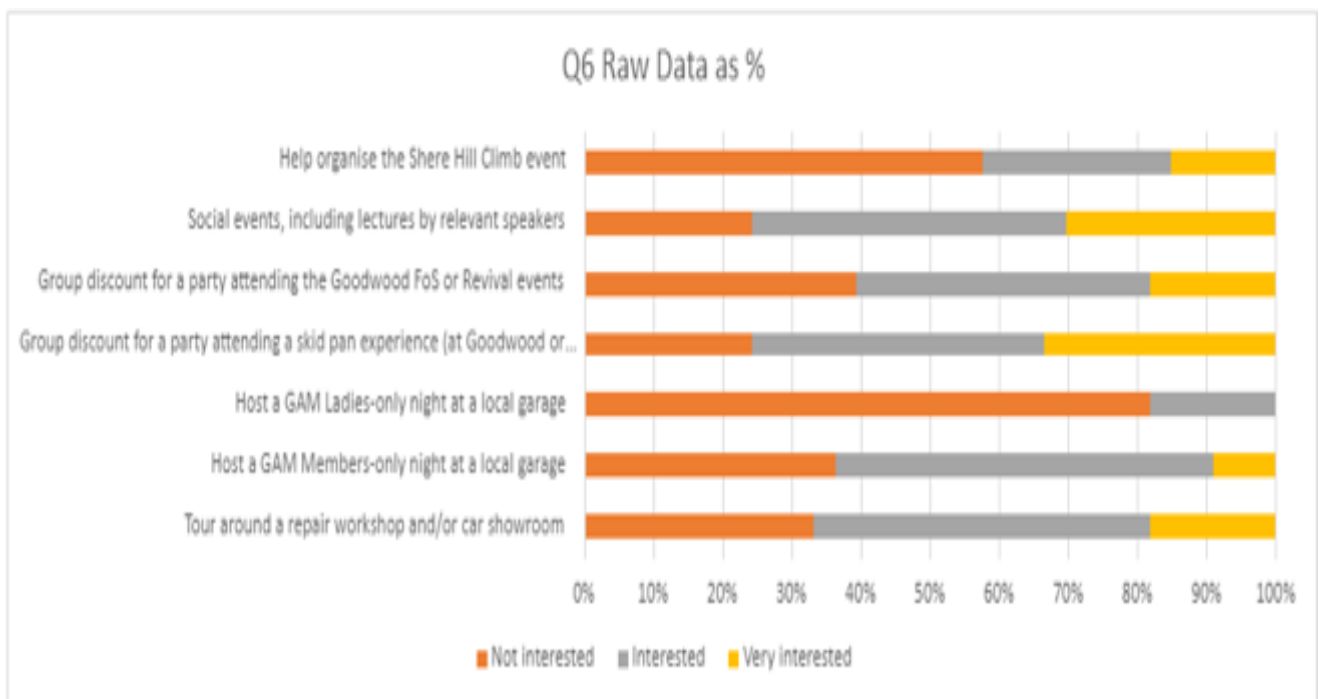
The (fewer than expected) text-based answers can be summarised as:

- Skid pan course (3)
- Quiz (2)
- Technical talks (2)

The others were all one-off suggestions.

**Q6 asked Members if they were interested in participating in a suggested list of events.**

The responses are shown below.

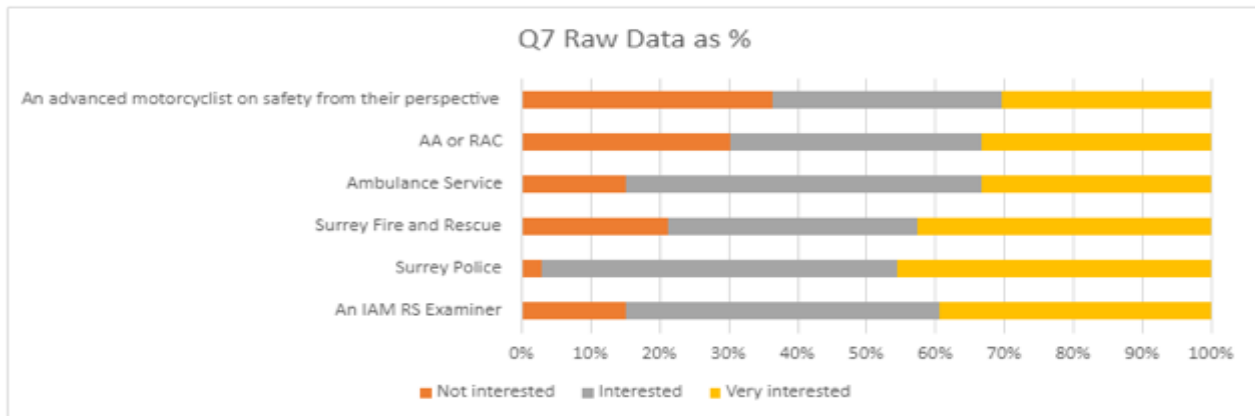


The most positive responses were:

- Social events, including lectures by relevant speakers (76%)
- Group discount for attending a skid pan course at Goodwood or Mercedes-Benz World (76%)

The least positive responses were a ladies-only night at a local garage (18%) and helping to organise the Shere Hill Climb event (42%).

**Q7 asked Members what speakers they might like to hear from.**



All responses were over 63% positive, with Surrey Police being 97%!

**Q8 asked Members to suggest long-term activities they may wish to participate in.**

The (fewer than expected) text-based answers can be summarised as:

- Lecture from the Highways Agency (2)
- Visit to Rochester Fire Brigade Centre
- Visit to McLaren (1)
- First Aid course (1)
- Lecture from Air Ambulance (1)

**Q9 asked for any other comments.** The summary of responses is:

- No comment (unfortunately for the committee, the majority comment)
- Thank you (3)
- Engage more with Members
- Good magazine

**Q10 asked Members to suggest improvements to the management of observed drives for Associates.**

The (fewer than expected) text-based answers can be summarised as:

- More Non-Sunday Runs (3)
- More Observers (1)
- More consistency between Observers (1)
- Select Observer for coaching with Associate according to Associate's weaknesses (1)
- Improved timekeeping on a Sunday (1)

The committee thanks the respondents for taking the time to complete the survey and we will be considering the responses during our next two committee meetings to decide which activities to take forward and how.

## New Whiplash claims procedures

### **New way of claiming for low value whiplash injuries sustained in road traffic collisions.**

There are apparently more than 1,500 whiplash claims made in the UK every day, adding £90 to average motor insurance policy premium.

The government has therefore made a number of changes to the claims process for low value road traffic accidents. These changes are known as the 'Whiplash Reforms' and should reduce insurance premiums for policyholders whilst claimants can still claim for personal injury compensation in line with their injuries.



### **New rules from 31 May 2021.**

The new 'Whiplash reform' rules came into effect on 31 May 2021. The rules include offering a new claim portal, new fixed tariff values for injuries lasting up to two years, a ban on settling claims without medical evidence, and a legal definition of what constitutes a 'whiplash injury'.

The new 'Official Injury Claim' Portal - <https://www.officialinjuryclaim.org.uk/make-a-claim/> - is operated by the Motor Insurer's Bureau (MIB) on behalf of the Ministry of Justice. On their website they say:

*You have a choice. "Official Injury Claim" makes the claim process simple, unbiased and secure so you can claim yourself for free without legal help. You may prefer instead to ask a claims professional to make the claim on your behalf, such as a solicitor or claims management company who might charge you for their help.*

*Official Injury Claim will take you through a simple step-by-step process.*

*You can make a claim if:*

- *you are aged 18 or over*
- *the accident happened in England or Wales*
- *the accident happened on or after 31st May 2021*
- *you were inside a vehicle*
- *you believe the accident was not your fault*
- *you have the vehicle details of the person who you say caused the accident*
- *the driver at fault was in a vehicle with a UK registration number plate*

The Portal is free to use. The aim is to help those wanting to make a low value claim for personal injury (such as whiplash claims and most other soft tissue injuries following a road traffic accident) to do so without having to go to court. The service is for vehicle drivers and passengers - it does not cover pedestrians, cyclists, mobility scooters, horse riders or motorcyclists who should all seek separate advice.



Through the portal you can claim for up to £5,000 for your personal injury, rising to a total of £10,000 for all related losses (such a damage to your vehicle and loss of earnings).

There is guidance on the Portal on how to assess the value of your claim, and the tariff for different types of whiplash claims. Usually, you have 3 years from the date of an accident to start a claim.

## How to claim

Log your claim on the portal where you will need to outline where and when the accident took place, the injuries you received in the accident, other vehicles involved, who you think was responsible. There is a list of further details and documents that are required, including your NI number, any details of Police attendance at the scene, witness details etc. It seems to be very important that you take and submit comprehensive reports and records despite the fact that at the time of the incident you may well be in some pain and distress. All costs and expenses must be evidenced by documents, photographs, receipts etc.

You will need to submit medical evidence of been examined by an accredited medical expert who will assess your injury and write a medical report. Official Injury Claim will help you arrange this, and first medical reports have a fixed fee of £180 plus VAT. These are arranged through the Portal and paid for by the Compensator, but the guidance on claims also has other details of costs of expert reports.

Your claim will be passed to the insurance company of the driver you feel was responsible for the accident (the 'Compensator'). They will carry out their own investigations and have up to 6 weeks to do this. Once your medical report is complete, you agree with it, and you are sure of the extent and duration of your injury, you may ask the compensator for an offer, and the Compensator has a further 3 weeks to make you an offer of compensation. Until you get your medical report, any valuation of your claim is provisional.

If you have a whiplash and non-whiplash injury you will be offered the tariff amount for the whiplash injury and a separate sum for the non-whiplash injury.

## Tariff

Regulation 2(1)(a) is whiplash only and 2(1)(b) is whiplash + minor psychological injury

Duration of injury	Amount-Regulation 2(1)(a)	Amount-Regulation 2(1)(b)
Not more than 3 months	£240	£260
More than 3 months, but not more than 6 months	£495	£520
More than 6 months, but not more than 9 months	£840	£895
More than 9 months, but not more than 12 months	£1,320	£1,390
More than 12 months, but not more than 15 months	£2,040	£2,125
More than 15 months, but not more than 18 months	£3,005	£3,100
More than 18 months, but not more than 24 months	£4,215	£4,345

If you agree, the payment must be made to you in 2 weeks. If you do not agree, you may challenge the decision of the Compensator or revert to the normal legal processes, including small claims courts.

There is a 64 page guide on how to use the Portal and make a claim - <https://www.officialinjuryclaim.org.uk/media/1141/guide-to-making-a-claim-version-20-april-2021.pdf>

For help and support, phone 0800 118 1631. The Portal Support Centre is open Monday to Friday from 9am to 5pm.

## Alvis TA14 KWA69

### History

First of all, a little history: I acquired the car, an Alvis TA14 first registered on 16 July 1947 with Mulliner saloon bodywork, from a young man in Hendon in February 1967 for £70 having seen an advertisement in Exchange and Mart. With hindsight I paid too much. Over the first year or so the problems came thick and fast. The car was readily capable of 70 mph, but I did not pay proper attention to the fact that, at that speed, the engine was very close to the manufacturer's recommended maximum rpm, not to mention the fact that the engine was rather tired and, at that speed, was blowing large quantities of oil vapour into the car. Unsurprisingly not long after, my motoring was temporarily halted by a dropped valve and a damaged engine. I opted to have a second-hand engine installed by a then well-known Alvis specialist working out of a railway arch in Camden Town (Tolerton and Burke) which I was assured was the engine "out of my bank manager's car". This also gave trouble quite rapidly. Ignoring a suspicious noise from the engine, I suddenly noticed an absence of oil pressure and a significant increase in the level of suspicious noise.



I cannot remember how the car was returned home but probably very slowly with a "run" big end bearing and no oil pressure. It was then dumped for a week, and I recommenced

my journey from the Midlands to the South by train. Having no facilities whatever for motor engineering, the car was driven into our kindly neighbour's unused apple orchard and on to some raised ground, permitting us to excavate sufficient earth to give room to get underneath and remove the sump. The horrors this uncovered were numerous, the usual sump detritus including bearing metal and piston ring debris. The crankpin was slightly oval and scored and although far worse has probably been bodged back into service, I think at that point I must have decided that the engine needed to come out. Subsequent investigation showed that the engine must have given a lot of service. The pistons were +0.040" (two rebores) and the reason for the sudden loss of oil pressure was a broken piston ring passing through the seriously damaged oil strainer, jamming the gears of the oil pump and shearing the drive. I still have a copy of the letter I wrote to Messrs Tolerton and Burke, to which I received no reply.

The bodywork of the car was also becoming a bit of an embarrassment with wings becoming insecure, largely from corrosion but partly from inexperience on the part of the driver. At this point I think I must have come under the influence of a schoolfriend who had followed in the footsteps of the great John Haynes and built an Austin 7 special while still at school. So, in what is now known as a moment of madness, off came the body, leaving me with a bare chassis, an engine rebuild required and no experience whatsoever of building a car body. With the chassis bare, engine/gearbox removal was made much easier and the job was completed with the aid of a borrowed block-and-tackle and the bough of a substantial apple tree. Suffice it to say that the body was built as cheaply as possible, mainly using chipboard, second-hand oak posts and 20 swg aluminium sheet. Cycle-type wings were obtained from Mr Ferguson of Nailsworth, seats, which are a bit too futuristic-looking, from Corbeau and a fold-flat windscreen from a well-known scrapyards in Erdington. The job was finished with hand painted Tekaloid in Middle Coach Green on top of the now illegal but almost irremovable zinc chromate primer. So, all-in-all, cheap and a bit scruffy but I was mobile again within a year because I remember taking it out for its first run without the need to renew the MOT.

The only problems that concerned me at the time were that I would have liked wire wheels and a higher axle ratio. I remember well astonishing the owner of the Austin 7 special by changing into top gear while ascending the Rose Hill, just south of the Austin works at Longbridge. Equally I remember going almost everywhere in top. By comparison, lack of a hood was a minor nuisance which passengers were expected to accept. I occasionally still think about constructing a hood frame but have not made any progress on this one. An early attempt to achieve a higher axle ratio was made with a similar ENV final drive assembly from a 2½ litre Lea-Francis, only to discover that it was too large for the axle casing of my car. Soon however I obtained a 3.77:1 axle from a 3-litre Alvis which was being broken up by its postman owner somewhere in London. This came with a set of wire wheels, tyres and brakes, so everything was different. The axle is of Salisbury manufacture, so is relatively bullet-proof but was designed in the USA for mass production and, I suspect, without any real thought for servicing. Service instructions are readily available, but the task remains daunting. The good news however is that it just dropped into place on the rear springs. Another snag was that the brakes are Lockheed hydraulic rather than Girling rod-operated, so I have to admit that for a short period in late 1968 the car was run with 16" disc wheels at the front and 15" wire wheels at the rear, with the Girling rod mechanism operating on the Lockheed handbrake levers. Soon however it was rewarded with 15" wire wheels all round and a fully hydraulic braking system. During this period the vehicle served as an

everyday car, for weekly commuting from Birmingham to London and for the occasional transport of some fairly massive bits and pieces.

It served again as everyday transport in the 1970s for commuting to work, for camping holidays in Devon, Cornwall and Scotland, for transporting all manner of large Alvis spare parts, for commuting from Worcester to Birmingham and later to Coventry and for carrying the family and occasionally parents, ending up as a second car when I graduated to various forms of company vehicle. These included a Maxi and numerous Marinas, Itals and Ambassadors, most of which have been voted somewhere or other as "the worst car ever", but all endured some hard use, if not abuse. During the later 1970s and early 1980s the Alvis was used occasionally as a second car but mainly for leisure, including competition in numerous driving test and sprint events, earning a collection of now rather tarnished tankards and other awards. Success in driving tests was achieved against other Alvis cars with much larger and, in some cases, highly tuned engines largely through relatively light weight (19¾ cwt on the weighbridge at the Triumph Canley factory), relatively small size, relatively good manoeuvrability and almost total all-round visibility.

In more recent years, I have reconstructed the front end of the body to more professional standards, using 18 swg aluminium on a carefully made timber frame and treated the car to a proper paint job. The rear half of the body was left, despite its relatively crude construction, as a "tribute" to the car's original appearance as a special, its usefulness and its survival over a long period. Sadly the mileage achieved in recent years has been in somewhat inverse proportion to the perceived overall quality of job. Maybe one just gets less adventurous as the years advance. The car did however get a driving tests award in 2019 at the AOC South Eastern Section day at Brooklands but I was disappointed that the advertised timed run up the famous Test Hill was cancelled due to lack of marshalling. Perhaps I was hoping for a repeat of my BTM for a post-war car in October 1983.

## **The General Theme**

I had the mid-1930s in mind when envisaging a style for the vehicle, perhaps thinking that, with some hindsight, my preference might have been for a 1934 Alvis SA Speed 20. This would of course have been much more expensive to buy, much more expensive to run and maintain, much heavier, probably no faster and less "handy" to drive. So this led me to try, where possible, to incorporate as much original material as possible. I relied on hand signals for at least 10 years until an MOT tester pointed out that Construction and Use Regulations require indicators for all cars registered on or after 1 January 1936. I then fitted trafficators but subsequently concluded that modern drivers are unlikely to recognise such antediluvian contraptions so more recently I have made a concession to modernity and fitted flashing indicators.

To find a position between original type material and modern replacements is quite difficult and not always rational. I will not use crosshead screws, self-tapping screws or spade connectors at any price and will try my hardest to stick with BSF threads. I use colour-coded PVC cable but do not go to the extreme of using the replica cotton braided variety (but what about modern thin wall cable when you cannot find the right colour?). I admit to using M6 screws on wings and bodywork and, after all, the wheels and brakes are early 1950s and the tyre type is even more modern.

## **Mechanicals**

For those interested, the basic vehicle is to a very conventional late-1930s and 1940s design with a fairly flexible, partially boxed but fully arc-welded chassis frame, beam axles front and rear suspended on rubber-bushed semi-elliptic springs and fitted initially with Girling 2LS rod-operated brakes on 12" x 1¾" drums but now changed to Lockheed hydraulics on 11" x 2¼" drums. The engine is again conventional for the time; a push rod OHV four-cylinder of 1892 cc running with poured white metal bearings on a robust 3-bearing forged crankshaft fitted in an integral block and crankcase of cast iron. The cylinder head is conventional, with inlet and exhaust valves in line, siamesed inlet ports and siamesed centre exhaust ports. Like the connecting rods, the rockers are beautiful and delicate steel forgings, and the combustion chambers are fully machined.

The output was rated by the manufacturer at 65 bhp on a single carburettor and 68 bhp for the sports model on twin carburettors. On one occasion immediately after refitting twin carburettors I was very pleasantly surprised by how much more quickly the car seemed to accelerate. It has never been on a rolling road, so I do not know the actual power output. The compression ratio is 6.72:1 and the deck of the cylinder head is too thin to permit any machining as a simple route to raising the compression.

The four-speed gearbox is of a much simpler design than earlier Alvis boxes, which benefitted from inertia-lock synchromesh on all four-forward double-helical gears (introduced in 1934). The synchromesh is of the constant-load type on the top three gears only but double helical gears are still employed. The clutch is a conventional 9" Borg and Beck unit and the final drive is, as mentioned earlier, of a convention hypoid bevel design.

The majority of specials built (more recently, I might add) on the TA14 and the similar pre-war 12/70 chassis have had the engine and gearbox moved rearwards. This improves the appearance but above all the weight distribution. Unfortunately, I did not have the facilities at the time to perform what is a major modification. The chassis is fully welded so the task of removing cross-members and steering box pedestal and re-installing elsewhere, whilst retaining torsional rigidity and proper steering geometry is somewhat daunting. I have never driven a car thus modified so I do not actually know just how much of an improvement it would offer.

## **Reliability**

The car has travelled about 65,000 miles in my ownership but has not been without problems, some of which were of a minor nature and some major, some incurred probably as a result of total lack of experience on my part in the 1960s and some by the age of the components. It has suffered a worn-out engine, as mentioned earlier, a broken connecting rod (disastrous, but potentially caused by lack of care on assembly), a piston breakage (on a badly smoking engine that was installed as a stopgap), blown head gaskets (siamesed cylinder bores, just that little bit too close together) and an extraordinary event on the camping holiday in Scotland.

Driving on the A74 north of Gretna Green we stopped for a picnic lunch, went to drive off afterwards and the car would not start, with the engine whizzing round like a turbine on the starter motor. Fortunately, the torrential rain up the M6 the previous day had stopped so

after some investigation the complete lack of compression led me eventually to diagnose a massive valve timing issue. At this point an exceedingly kind gentleman in a Forestry Commission Morris Minor Traveller stopped to offer assistance and towed us, firstly to Lockerbie where he knew a garage and secondly – and much further – to Moffat, where we found another kind gentleman who invited us to camp in his garden and put the car in his garage. The rain returned the following day, but the garage enabled me to remove the radiator and timing cover and discover that the timing had jumped, not by a couple of teeth but by half a turn. The tip of the pawl that acts on the timing chain tension ratchet had chipped off – a piece little larger than a match head – and a solution was achieved with the aid of the gentleman's bench grinder which took all of 10 seconds. After that the car ran perfectly through Scotland, around Skye, to Inverness and back to Worcester, all in glorious sunshine. I was thankful to George Lanchester for having designed a "cheap" Alvis engine in 1937 with the timing gear at the front of the engine.

Timing chain problems in the earlier and "better" Smith-Clarke designed Alvis engines are an engine-out job for the timing gear is at the rear (as in my current BMW 2-litre diesel engine). To lose the timing through such a trivial issue must rank as a design weakness, but George was not to blame since his original design had no tensioner, just triplex chain which would probably last for ever.

Another problem was one of my own making. The only location I could conveniently find for the brake master cylinder was below the steering box and Marles steering boxes leak oil. Suffice it to say that this was a design error on my part and the steering box is now filled with high-pressure grease and sits in a drip tray.

## **Driving the Car**

When first constructed in the late 1960s the car more-than kept up with the majority of traffic and this enjoyable state of affairs continued well into the 1970s, if not the 1980s. It was laid up during the 1990s and worked on very slowly in the 2000s so when it was finally overtaken by general traffic, I am not quite sure. Nowadays it is very rarely overtaken on single carriageway roads but cruising along dual carriageways at a gentle 55-60 mph does result in a stream of passing traffic. I don't actually know the top speed, but I would say that it used to be "around 80 mph". Above 70 mph the effects of frontal area and drag coefficient mount up fast.

The manufacturer's recommended maximum engine rpm is 4,500 and the National Speed Limit is reached, with much wind noise and buffeting, at 3,500. Most of the time the engine operates in the range of 2,000 – 3,000 rpm. I did once, to my horror, see almost 6,000 on the tachometer dial while in first gear, but this was in the process of beating a well-known 4.3 litre engined car in driving tests.

The engine is smooth and pulls well at low revs, partly due to a ridiculously heavy flywheel. Some people have successfully attempted lightening, but I just have not gone to the trouble and have been warned about blowholes in the steel casting. A burst flywheel is not a pleasant experience, and a "proper job" would probably require a composite construction from steel and aluminium and a lot of £s investment with no increase in horsepower.

Like most Alvis engines, the valve gear is quite noisy which is probably due to the rate the valves are opened and closed. If you want Rolls-Royce levels of silence, you get Rolls-Royce levels of performance. I think however that modern cam profiles could quieten the valve gear without significant loss of performance – and probably with improvement.

The steering, at 3¾ turns from lock-to-lock, is under-geared for a sports car, partly due to the nature of the original design as a saloon car and partly because the designer opted for too-short a drop arm. This has never really troubled me however. The steering, once the car is on the move, is sweet and as light as a feather. When stationary, especially on the radial-ply tyres now fitted (cheaper than X-ply) it is quite obviously rather heavy. The adverse weight distribution (too heavy at the front) results in some understeer in the dry and terminal oversteer in the wet, although I have been told by other Alvis owners that the car “handles much better than mine”. I have experienced slight rear-end slides in the wet on public roads only a couple of times and completely spun only twice: once during a sprint at Curborough in a downpour and once when reversing too hard in a driving test on grass and having the steering wheel pulled from my hands due to lack of experience.

Pushed hard in the dry however the cornering is good and tyre noise begins to sound expensive long before there is any hint of breakaway at the rear. I remember well driving my brother from Coventry to collect his Bristol 408 from a dealer somewhere in Leicestershire or Lincolnshire and on our return he expressed astonishment that whereas the Alvis had gone round a fairly tight right-hander as a matter of routine the Bristol, following the Alvis, almost ended up in the wall of a substantial stone barn. In its BMW days, the Bristol was a sports car, possibly the best in the World. By the time of the 408 it was an “executive express” with a lot of American cast iron under the bonnet.

The gearchange is distinctly notchy and slow by modern standards. The lack of baulking action in the synchromesh means that nasty noises can occur, especially when the synchromesh is worn, when a double-declutch may be necessary. Since rebuilding the gearbox with new synchromesh cones however the change is really very nice indeed as long as one takes time over it. Sometimes I employ a double-declutch, sometimes not, but it might be a good idea when attempting a block change from 4<sup>th</sup> to 2<sup>nd</sup>. Especially pleasant are the gear ratios, which are delightfully close for a car of this era or indeed any era: 1.00, 1.33, 1.93 and 2.97.

The lack of synchromesh on first gear is no real hindrance. Despite the raised final drive ratio, I have only needed to engage first gear when seriously on the move on two occasions since owning the car: once coming up from a beach in Cornwall and once rounding a sharp bend while ascending the Devil’s Elbow in Scotland. Because the sliding-mesh first gear sometimes baulks it is a good idea just to do a rolling change into first when coming to a halt in traffic.

The brakes, designed for a much heavier car, always surprised the MOT tester who, on one occasion actually did not believe the results he was obtaining. More recently I have been experiencing some problems since changing the linings. It seems that the earlier, softer linings are more effective and never suffered from fade. I have never driven it in the Alps, but I did descend Porlock Hill, not engaging first gear as required in 1970, without the slightest difficulty.

A surprising number of owners of older cars are reluctant to drive at night on account of poor headlamps. This does not have to be the case. I have fitted 55W halogen bulbs to the Lucas Biflex lamps which seem quite adequate on dipped beam (dipping reflectors, note) and more-than adequate on main beam where they are supplemented by two Lucas 700 driving lights, also with halogen bulbs. I don't really want to fit an alternator or to go to the solution of the 2020s by changing to LEDs (query legality). I'm not sure however that I would like to commit to an all-night drive with my poor, overloaded dynamo.

A very good friend of mine constructed a special using the almost identical pre-war engine and a 1934 Alvis Firefly chassis, using the car extensively in competition. After his death the car was bought by an intrepid Norwegian who, after having it thoroughly "gone over" by a well-known Alvis specialist in the UK drove the car very successfully on the Paris-to-Peking. Would I attempt this? Probably not!

**Robert Hyde**  
GAM Member

## The immediate future of ICE vehicles

With the date for the UK ban on the sale of internal combustion engine cars set at 2030 and the pledge by many manufacturers to sell only electric vehicles only from dates as early as 2025 some have speculated about the tax increases and potential legislation from keeping older or classic vehicles on the road. Whilst the number of conventional fuel stations may decline over the next decade to 15 years there will still be a great demand for conventional fuel and during this period it is expected that existing sites would be upgraded to include EV charging points so that EV charge points are just as common as we see liquid re-fuelling stations.

Owners of historic classic cars (those over 30 years) and more modern classics (15-30 years) fear further taxes on emissions and legislation and the decreased supply of spare parts from Europe due to Brexit.

However, the market for repairs and restorations is large, supports many jobs in the UK, and so far, we have seen the Government supporting these vehicles by exempting those cars over 40 from MoTs and not changing the vehicle excise duty structure on both pre and post March 2001 formats. In addition, by 2030 those cars from the turn of the millenium will have reached classic status.

These cars generally travel few miles, on average 1,200 miles per year so their total emissions are low. Given the current lack of EV infrastructure, disparity of charging schemes and payment methods, vehicle range, cost, model diversity and charging times, it is not quite such an appealing prospect just yet. Have the manufacturer's realised this and are they expecting a last-minute surge in sales of ICE cars just before sales stop, or will manufacturers somehow influence the growth in infrastructure needed for their support?

## Build your own kit car (Part two)

By Paul Whitehead



Four more significant orders were placed, for the windscreen, the instruments, all the buttons and lights on the dash, and the headlights, door handles and other external fittings. Gradually as all the parts arrived the project began to take shape. Anthony supplied the wiring loom, usefully segregated into two halves at the dash to facilitate installation. Everything such as lights and handles had to be trial fitted and then removed and re-packed until after painting was complete – storage space in the garage was beginning to get restricted.



Thoughts turned to two tricky matters, paint and exhaust headers. Anthony had provided the exhaust side pipes and collectors, but the headers and manifold still needed designing and making. And a visit from my local paint shop was delayed until the New Year due to holidays. Fortunately, a good friend locally has a business making prototype exhaust systems, so as soon as he had a spare moment we towed the car to his workshop and fabricated the exhaust parts. It took both of us 4 long days, but they look superb and are very carefully measured and matched for optimum performance.

The painting was less easy as my first choice had not got the space or availability to take on a major project, so I searched elsewhere. I was offered a June start date at Paul's Motor Bodies, so plenty of time to continue with other tasks. The radiator arrived, and the fuel tank and battery, so this was an ideal opportunity to start the engine and do some trials. With the car on blocks and the wheels fitted, several attempts were made to start the engine.

Fuel eventually arrived at the carb, and some coughing and spluttering indicated action was imminent – even my old timing light was showing a good spark. We finally got her running, and this allowed me to check all the gears could be selected, and check the speedo was registering. All good so far. A blown hose connection then left the garage floor covered in hot water (no antifreeze at this stage), but no harm done and we pressed on with testing.

Another issue with the starter motor was quickly resolved by Southern Automotive sending me a couple of replacement parts – Susan looks after her customers.

Painting took several weeks; the final alignment of the doors, the bonnet and the boot were a major task that took a while to get right since my attempts were not as good as Anthony's body building, so some time was lost here. The final result was however well worth waiting for, although it looks a little second hand at the moment after all the refitting and testing, so a good clean and polish is required in the Spring.



On return from painting the re-assembly of all the parts went fairly well. Minor electrical issues were usually traced to a loose connection or a blown bulb or fuse, otherwise all appeared well. The cooling system took a while to fill, all 18 litres of it, and all other fluids were checked and re-checked – IVA loomed.

I decided to take the car to an MOT tester nearby for headlamp alignment and brake checking – all went fairly well, although I thought the poor braking was due to new pads on slightly rusty old discs that had not been used for years. The brake test said otherwise – hand brake fine, rear brakes fine, front brakes zero. The fault was as simple as a small bubble in the front circuit, so bleeding again quickly solved the problem.



I had already booked 2 days with Anthony for the IVA preparation and test – I arrived at his workshop on the Sunday afternoon with a car on a trailer that at least looked ready, and a boot full of tools and spares 'just in case'. First impressions were encouraging, but we still managed to make a list one page long of 'little things to do' on Monday. Extra tie wraps, adjusting the handbrake, repairing the handbrake switch, adding a fuel line clip, re-seating

the rear radius arms, covering the exposed battery cable with a protective layer, and fitting a manufacturer's plate were all on the list.

What we did not spot until late the next day was a rear fog light wiring error – I had wired it to the side light switch and not the dip/main beam switches, so that meant 2 hours lost removing the dash, tracing the wires, and putting it all back together again.

By 07:00 the next day we were on the road to the test centre with all the necessary paperwork and the boot full of tools. I won't say the test was easy, because we still had to stick some anti-slip tape on the pedals, replace a lone 'choc block' connector I had left on the fuel level sensor line, tie up a couple more cables, and resolve an issue with the paperwork I had filled in, but the speedo worked accurately, the headlights were correctly aligned, the brakes all passed the test, the noise level was just about OK, and the ride round the test centre went well.

A knocking noise was traced to the rear of the gearbox just touching the chassis under hard acceleration, but this was deemed cosmetic and not a fail, so we left the test centre 3 hours later with a clean sheet and a shiny new IVA certificate.



I would not recommend attempting IVA on your own and expecting to pass first time. Anthony's experience and local knowledge paid dividends, and the result was the best I could expect. I still have a list of things to do as long as your arm, but they are not safety or 'road legal' related, so as soon as the registration certificate arrives I will be buying number plates and driving down the road, very carefully I expect.

So, you can build a Crenson on your own in under 2 years, and get it passed first time, but do listen to Anthony and take his advice. The Crenson name is in good hands; No.3 is already on the road, No. 2 (mine) will be registered by the time you read this, and No.1 is on the way to finishing. Other orders are in the workshops, ready to go to more new customers, so the future is bright. The second era of Crenson is fully under way.

I know I have not followed the Cobra replica route to its final, ultimate conclusion, but the end result is mine and the overall effect is not bad for a first attempt; a few things still need to be sorted out. Some of the IVA requirements are there for good reason so it probably pays to keep as close as possible to the safety related matters, and the use of modern materials and techniques should make for greater reliability and fewer breakdowns.



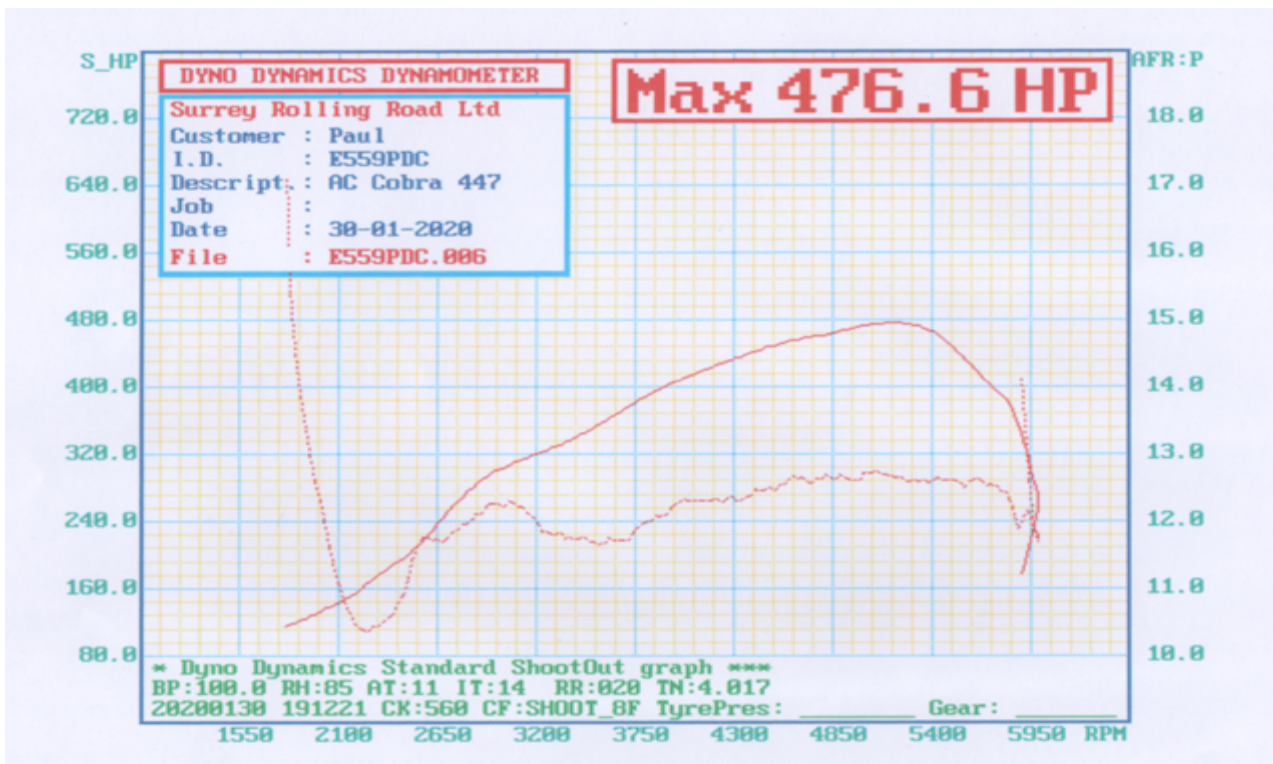
What did I learn? Loads. I am more patient and less rushed – it does not work if you rush it. I now have some very basic fibreglass skills, a handful of new tools, a very useful engine crane, and an intimate knowledge of every nut and bolt on the car I built. And you buy hundreds of nuts and bolts – believe me.

I have met some very nice, helpful people, made a couple of new friends, and I have a shiny new toy. Would I do it again? Difficult question. It would be a great shame to not use the skills and experience I gained from the first attempt, and I could, with good planning, do it all again inside a year. Maybe next year.



I could at this point create several lists – one would be ‘things I did wrong that I would do better next time’. A second, longer list, is ‘things I still need to do to tidy it up and make it look great and work perfectly’. My third list would be all the little tricks I learned along the way to put it all together, just in case someone asks. The fourth would be a list of all the people and parts I sourced from all around the globe; those people have my thanks for making it all happen. Look out for the bright red one.

And one final thing – it goes like the wind and is now fully road legal and fairly scary:





© Paul Whitehead January 2020 All rights reserved

## Observed Runs "Sunday-Runday" & Non-Sunday Runs

We continue non-Sunday runs as we still expect our return to the Woking Road depot to be some time away, as the Chairman states in his message.

## GAM Diary Dates

**Events 2021** – See the GAM Facebook page.

## Observer Meetings 2021

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).

**Dates:** 4<sup>th</sup> February, 8<sup>th</sup> April, 3<sup>rd</sup> June, 5<sup>th</sup> August, 7<sup>th</sup> October and 2<sup>nd</sup> December.

These meetings will provide an important opportunity to get information and guidance, and importantly share experience and best practice with GAM peers. Currently these will be held on ZOOM due to COVID-19 restrictions. Please send apologies to Training Officer, Paul Burn.

**Committee meetings for 2021** – Thursdays @ 7:30 – venue to be decided  
 4<sup>th</sup> March, 6<sup>th</sup> May, 1<sup>st</sup> July, 2<sup>nd</sup> September, 4<sup>th</sup> November.

**AGM** – Wednesday 22<sup>nd</sup> Sept 2021 @ 20:00 – Zoom meeting as we do not anticipate being able to meet in person.

**GAM's Advanced Driving test passes in 2021 so far** (COVID-19 affected)  
None so far                      Hopefully soon!

### GAM - IAM RoadSmart 'Fellows' Roll of Honour'



Rosemary Henderson  
Neil Fuller

Alan Powley  
Paul Whitehead  
Brian Mellor



### GAM - IAM RoadSmart 'Masters' Roll of Honour'



Graham Ranshaw	2016 Distinction	Peter Laub	2019 Distinction
Mike Hughes	2017 Distinction	David Clifton	2019 Distinction
John Panting	2018	Shaun Dymond	2019 Distinction
David Nancekievill	2019 Distinction	Victor Olisa	2019 Distinction
Gordon Farquharson	2021		

### GAM Management Team – Officers and Committee Members

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

## Contacts

**GAM Website:** [www.guildford-iam.org.uk](http://www.guildford-iam.org.uk)



@IAMgroup



[www.facebook.com/guildfordiam](http://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](https://www.youtube.com/playlist?list=PLAEIIOdg_iR8PTrcQGJhXdB_RyZ3dXhKL)

1. GAM Vehicle Intro – POWDERY	9. GAM Virtual-Runs Automatic Transmission
2. GAM EV Cockpit drill	10. GAM Virtual-Runs Commentary
3. GAM Virtual-Run IPSGA and the "System"	11. GAM Quiz night
4. GAM Virtual-Run Bends	12. GAM Virtual-Runs Vehicle technology
5. GAM Virtual-Runs Junctions & Roundabout	13. GAM Virtual-Runs Night driving, weather, vulnerable road users.
6. GAM Virtual-Runs Overtaking	14. GAM Virtual-Runs The thinking driver, Human factors.
7. GAM Virtual-Runs Motorways/Dual Carriageways	15. GAM Virtual-Runs Signals
8. GAM Virtual-Runs Slow Manoeuvring	16. GAM Virtual-Runs Q&A Forum