

e-NEWSLETTER

iAM
RoadSmart



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

**TAUNTON GROUP OF
ADVANCED MOTORISTS**
www.tgam.org.uk



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TAUNTON GROUP OF ADVANCED MOTORISTS

e-NEWSLETTER

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DATA PROTECTION ACT

Members' details, i.e. names, addresses and telephone numbers, are kept on computer for convenience. This information will only be used to further the aims and objectives of the IAM and is only available to group officers BUT can be inspected at any suitable time provided just cause can be proven.

CONTENTS



- | | | | |
|----|---|----|--|
| 4 | From the Chairman
By Andrew Griffiths | 20 | How safe are we as advanced drivers and Riders?
By Mark Lewis, ex-director of standards |
| 9 | The Committee | 22 | Events Corner
By Barry Keenan |
| 10 | Group Observers | 26 | A chance to take stock
By Sarah Sillars OBE, chief executive officer |
| 11 | Calendar | 30 | Embarrassing Moments
By Jim Ottewell |
| 12 | Members' Page | 32 | Motorists want 'the right to drive' |
| 13 | President's Ponderings
By Brian Howe | 35 | IAM president Mansell takes Auto Express back to
(driving) school |
| 17 | Recent additions to our list of full
members | 37 | Recent Releases from IAM Press Office |



Chairman's Corner



Change is something not everyone is keen on. Change can be healthy and refreshing. Change can be unsettling. Change can be embraced or can result in casualties being left by the wayside.

Two changes have just been introduced by IAM, which have been designed to reshape IAM and its Skill for Life course so that it can remain a viable concern for the next 60 years (IAM is 60 years old this year... did you know this?).

IAM RoadSmart

The new look of IAM has been launched and it has rebranded from IAM Driving Road Safety to IAM RoadSmart which is the new trading name for the Institute of Advanced Motorists, IAM Drive & Survive, Professional Driver Services and IAM Driver Retraining Academy.



By Andrew Griffiths





IAM Advanced Driving Course

The Skill for Life course has undergone an extensive review and, following a successful pilot run in three IAM Groups, has now been launched as the **IAM Advanced Driving Course**. By the time of publication of this newsletter, Observers in Taunton will have received new supporting material and will already be using it with our new Associates.

There has been mixed reaction across the IAM groups to these changes; some think that the new look logo is inappropriate and lacks formality; some think that the old logo was better and had grown to love it. Others think that the changes in the advanced driving course lowers the standard while others think that it reflects the advancement in technology built into modern cars.

The hard fact is that if IAM did nothing, it would not survive another 60 years. Its membership has been falling year on year and this can be perhaps attributed to it having an ageing membership while not having the influx of younger drivers needed to secure its future. Young drivers see IAM as an institution for older drivers. The average age of the 5,000

Observers in the IAM is 59; I was surprised to learn this at the IAM annual conference last year. The average age of its members is higher! And so enters a new key objective in IAM... to attract the younger driver and it has to do this with true commitment and energy. One of the ways it is already addressing this is by engaging with the U17CC (Under 17 Car Club). Other initiatives must follow at pace, in my view.

So check out the new look IAM RoadSmart website, www.iamroadsmart.com and watch out for our Observers modelling their new-look IAM RoadSmart clothing when we get them.

And now for something completely different

(A quote from an all-time favourite series, Monty Python's Flying Circus)

Is your car insurance coming up for renewal? If anyone needs convincing that it pays to shop around for your car insurance every year, read on.

I have had the unpleasant role as an Executor, of sorting out my cousin's affairs following his sudden death a couple of months ago. One of the things I needed to do was to search through drawers and cupboards packed with





paperwork in an effort to lay my hands on key documents such as NI number, bank and building society accounts, passport, driver's licence, car V5/MoT/insurance, utilities suppliers and many more.

I eventually came across his car documents for his 2003 Audi A4 (a car which had seen better days) and in there were details of his insurer who had only just automatically renewed his annual insurance. Without naming them, they are one of the biggest automobile outfits in the UK... well that narrows it down! There I found a renewal letter which began along the lines "As a valued member with 52 years of membership, we have pleasure in renewing your car insurance by direct debit. We will collect £685.77 on or around your renewal date". I had to read it again... FIFTY TWO years with the same insurer and they were charging him almost £700 to insure his old Audi! My cousin believed in loyalty and he was penalised for it. Why did his insurer charge him more than 3 times what I would consider to be reasonable? The answer I came up with was...

because they can, and unless individuals can get "loyalty" out of their minds and shop around, insurers will pile on the premiums.

Moving to another insurer is made so convenient and easy because of the internet. So don't be tempted to stay with the same insurer... it doesn't pay. And the same goes for house insurance which I had to renew recently and I wasn't happy with the quote I got from the current insurer so I went on a comparison website and there I found the same product from my insurer for £70 less! They do this to attract business I'm convinced, and when it comes to renewal time next year, they increase the premium... so it was time for me to switch my house insurance to a different company for a much better deal and no doubt I'll be doing the same next year.

And a word of caution. For those of you who are insured with IAM Surety, don't be fooled into thinking that they will see you right or that they're on your side. They are a broker and like any other broker they pass on the renewal quote without question. It is a myth that they





will go hunting for the best price before contacting you with a renewal proposal; they are not staffed to do this! They cover themselves by stating that they will beat the cheapest quote you can get (as do so many other brokers!)... but that isn't always guaranteed as I found out, so I moved from IAM Surety. And that is the key... don't be afraid of changing insurer when the time comes to renew; I just wished that my cousin had done this because he will have been paying "through the nose" for many, many years.

So on to other things. I wonder if you have hired a self-drive van recently. I had to hire on two occasions, to collect and deliver furniture; no I'm not going into business! The first van I hired was a Ford Transit Custom and the other was a larger Mercedes Sprinter.

I hadn't hired a self-drive van for many years and I was pleasantly surprised to find that both vehicles were almost new with low mileage rather than the battered and tatty vans being rented out many years ago. I was struck by the

quality of these vehicles; air conditioning, hill assist, cruise control, electric windows, on-board computer for fuel economy and numerous other readouts. Rental vans have come a long way over the years and are up there with cars in terms of comfort, speed and fuel economy.

On taking possession of each of these vehicles, like any IAM advanced motorist, I carried out some checks to ensure all exterior lights were working; don't forget that when you hire a vehicle, it is the driver's responsibility to ensure the vehicle is road-legal, not the rental company so if something like a brake light isn't working, get them to sort it before taking the vehicle onto the public highway otherwise you could face a ticket!

I also spent a few minutes familiarising with the location and operation of all of the controls and carried out a full cockpit check... methodically. Carrying out a cockpit check in your own car may seem pointless because you should know where everything is – I've heard it said from some Associates – but the value of doing it means that when you hire a vehicle in which





controls layout could well be different, you will know exactly what to check for in a methodical manner leaving nothing to chance.

On the road I was amazed at the torque these vehicles had – there was plenty of “pulling power” (that term meant something different in my youth!) and when travelling on the motorway at 70 mph in 6th gear, the ride was so quiet, smooth and comfortable. My son who was with me on both occasions mentioned that his friend had a Sprinter which he drives daily in London... but at much higher speeds than I was achieving (well I stuck to speed limits of course!).

Two things I noticed though about these vans; firstly there was a conveniently positioned arm rest to the immediate left of the driver and secondly, if I put my arm on this arm rest, I could rest my left hand on the dash-mounted gear stick; with my right arm resting on the door I thought Andy Wilberforce Poulton (I told you I'd broadcast your middle name Andy!) would be very unimpressed and quite “vocal”

with me were he in the cab! But I only did it for a couple of minutes just to prove a point that these features can encourage drivers to use them which raises a question about the degree of control they subsequently have.

It was about £40 for a 24hr hire; optional insurance excess cover added another £20 for peace of mind. I was getting just over 40 mpg (I prefer imperial units!) whether loaded or unloaded and for something brick-like in terms of aerodynamics I was very pleased with this.

Driving review?

And finally, my usual invitation to all of you; if you'd like a review of your driving with one of our Observers, it's as simple as contacting John Gilbert on 01278 651222 and asking him to arrange it for you. It's free (the only cost to you is your fuel and your time), it's not pass/fail, the feedback is constructive and confidential.

Be RoadSmart!

Andrew



THE COMMITTEE



Committee meetings (for Committee Members ONLY) are held bimonthly at 7:30pm on the first Wednesday of the month at Hatch Beauchamp Village Hall. If, as a Group Member, you need to raise any issue at Committee level, then please feel free to contact any Committee Member to put your views to the next Committee Meeting.

Chairman	Andrew Griffiths	chair@tgam.org.uk
Secretary/Membership Sec.	David Walton	secretary@tgam.org.uk
Treasurer	Isobel Jennings	treasurer@tgam.org.uk
Associate Coordinator	John Gilbert	coordinator@tgam.org.uk
Support Officer	Michael Wotton	cmmw@tgam.org.uk
SRS Liaison Officer	Grant Lewis	cmgl@tgam.org.uk
Events Coordinator	Barry Keenan	events@tgam.org.uk
Chief Observer/Masters Mentor	Andrew Griffiths	chair@tgam.org.uk
Newsletter Editor	David Walton	ed@tgam.org.uk
Webmaster	Paul Willitt	cmpw@tgam.org.uk
Committee Members	Brian Howe (President)	president@tgam.org.uk
	Janet Loader	cmjl@tgam.org.uk



GROUP OBSERVERS



Chief Observer and Masters Mentor	Andrew Griffiths
National Observer	David Perkins
Senior Observer	Michael Turner
Group Observer	Godfrey Davey
Group Observer	Guy Denton
Group Observer	Brian Dodd
Group Observer	Tony Hucker (paused)
Local Observer	Barry Keenan
Local Observer	Isobel Jennings
Group Observer	Alan Thomson
Group Observer	Hugh Todd
Group Observer	David Walton
Group Observer	Timothy Wheeler
Group Observer	Michael Wotton
Trainee Observer	Grant Lewis

Group Observers must be fully paid up Taunton Group AND National IAM members at ALL times to carry out your vital Observer roles.

Always check that your Associate has an up to date membership card before departing on any observed drives. Please try to make and maintain contact with your new Associates and listen to any concerns or fears they may have. When Associates pass their Advanced Driving Test, PLEASE inform the Associate Coordinator as soon as possible as we have a duty to keep accurate and up to date records. All new Associate Members are normally teamed up with a conveniently placed Observer. If you have any problems please contact our Chief Observer, Andrew Griffiths.

The following IAM and TGAM members are Driving Standards Agency/Approved Driving Instructors:

Nigel Steady	01278 722944
Nick Tapp	07900 900678
Julia Beer	07738 573482
Marie Kynaston	07769 675248

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM and TGAM Full Member Driving Instructors wish to be on the above list, contact the Group Secretary or the Newsletter Editor. (NB: You MUST remain *full* IAM and TGAM members at all times.)



CALENDAR



MAY			
18	W	7:30pm	Members' Evening – Somerset Road Safety A talk Rina Cameron
JUNE			
15	W	7:30pm	Members' Evening – Are Electric Cars the Future? A talk and demonstration by Andy Bowrah
JULY			
20	W	7:30pm	Classic Car Evening & Barbeque
31	Su	1:00pm	Watchet Carnival Fete – TGAM will have a stand at the Fete
AUGUST			
			No Members' Meeting in August
6-7	W/E	Two day event	Steam Fayre and Vintage Vehicle Rally - TGAM will have a stand at the Fayre
SEPTEMBER			
21	W	7:30pm	Members' Evening – Tim Bird of Highways England will be our guest speaker. He is also bringing a fully equipped HE Patrol Vehicle for us to explore



MEMBERS' PAGE



The Membership Register

This quarter we have six new group members. We hope you enjoy your association with Taunton Group and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>LEVEL</u>
Bryan Thomas	Taunton	Associate
Louise Normandale	Taunton	Associate
Tim Fitzpatrick	Taunton	Associate
Hanna Jacobsen	Chard	Associate
Paul Crowe	Yeovil	Associate
Neil Scott	Bridgwater	Associate

We currently have 129 members, 11 being active associates.

Advanced Driving Test Passes

Congratulations to eight members who have recently passed their Advanced Driving Test.

Richard Board
Jim Ottewell
Ted Parks (First)
Tina Martin
Mairi McCulloch
Michael Lane
Paul Dean (First)
Peter Ashdown

OBSERVED BY
Hugh Todd
Tim Wheeler
Andrew Griffiths
David Walton
Barry Keenan
Barry Keenan
Godfrey Davey
Hugh Todd

NOTE: If you have passed the test recently but your name is not on the above list please make sure that you inform John Gilbert, our Associate Coordinator. We would like to present successful candidates with their pass certificates at one of our Members' Evenings.

David Walton, Membership Secretary



PRESIDENT'S PONDERINGS



by Brian Howe

To Andrew Griffiths I wish you a full and permanent recovery. I also wish Janet Loader a speedy recovery from her hip replacement.

Is there anyone of our members or their families who would be willing to help out at our future social evenings? Janet has passed on the mantle

of our raffle as she will not be able to attend the next few socials, and Faye has retired from Tea/Coffee duties. Alice and I stepped into the breach at the April social, but we will be unable to do so again in May, as we will be abroad visiting our son and his family. Please contact our Events Coordinator, Barry Keenan at events@tgam.org.uk

Work-Wise. Registered Charity No. 1166226 Great Grandpa's Biathlon Challenge, 23rd June 2016

Some of you will remember Liz Lewis's presentation on Work-Wise, Taunton, from the February social evening. Liz mentioned during her talk that Work-Wise had applied to the Charity Commission for Registered Charity status. We are very pleased to announce that this was granted on 29th March 2016. So now, as a regular volunteer and Chairman of the Work-Wise Management committee, I am out to try to raise some money for Work-Wise, to purchase extra equipment and to help cover some of our regular costs.

Following general advice from physio's and other healthcare officials, that swimming is good cardio-vascular exercise and that it would also keep stiffening arthritic joints mobile for





longer, I eventually plucked up the courage to attend a free swimming stroke assessment class at St. James Pool, St. James Street, Taunton on 31st July 2014. I didn't fair very well and couldn't even swim 2 strokes. This prompted me to enrol in regular swimming classes every Thursday at 12:30pm. These lessons started a few days before my 65th birthday, and fitted in perfectly with my diary, as the Work-Wise sessions finish at 12 noon.

Now, nearly 2 years later, on June 23rd 2016, I will attempt to swim ¼ mile (6 laps of the pool is 450 yards), in 15 minutes. Because of my medical history, it is deemed safer for me to wear a buoyancy vest for this activity. But, believe me, I still have to work my arms and legs hard. Following the swim, I will cycle from St James Pool, along the Taunton to Bridgwater Canal towpath to Bridgwater, round the Docks, and back again to St James Pool. I will be using my battery assisted tricycle, Bob-E-Trike, and I have not put a time target on this ride in case of punctures etc. which could cause a delay.

Without the buoyancy vest I would struggle to swim one length of 25 yards, and without the battery assist on my trike, I would struggle to ride half way to Bridgwater. So I hope you will understand why I use these devices.

This event will coincide with the permanent closure of St. James pool at the end of June, following 88 years of helping people like me learn to swim, and to celebrate the past work of all the staff, past and present. The staff of the pool are fully behind this event and they will not only be publicising it, but the pool manager, Natasha, and one of the lifeguards, Alex, will be joining me on the cycle ride to Bridgwater and back. If you can sponsor me, it would be greatly appreciated, as every penny raised will go to Work-Wise, to keep this valuable service going. Also, now that Work-Wise is a registered Charity with the Charity Commission, if you are a UK taxpayer, please tick the Gift Aid box as this will add 25% to your amount.

Thank you for your generosity. Brian Howe.

Brian L. Howe

IAM PC/CV, TGAM Hon. President





Recent additions to our list of full members

...I also would like to express my thanks to Hugh Todd, Andrew Griffiths and Andy Ware.

The programme was an excellent one in which Hugh Todd was able to guide me on our sessions with such informed comments. I found these to be so useful in improving my skills to a level at which I am now.

Even though I have passed the test I still think about these and try and make further improvements to my driving every day. I was pleasantly surprised at how everything was handled throughout the course. I enjoyed every minute and would recommend the course to everyone. Meeting Andrew Griffiths was a delight also. Andrew was constantly giving me good advice and his knowledge of the road seems endless.

The test with Andy Ware was the big moment when I felt comfortable and confident with it all. The instructions were easy to follow and his drawings of the test route at the end were something else. The feedback was so



informative and one I shall remember for many years to come.

So pleased to be a full member and look forward to meeting you all soon at a members' evening.

Martin Wills



Michael Lane being presented with his certificate by Brian Howe and Barry Keenan, his observer.





Having recently passed my test, I would like to take the opportunity to record my thanks to the people who helped me get there.

Firstly, my thanks go to Guy Denton. When I met Guy for the first time I was quite nervous but he was very friendly and approachable and instantly put me at my ease. I know that Guy is a very busy man and so I am very grateful for the time he was able to give me which put me well on my way to test readiness.

Secondly, I am extremely grateful to Andrew Griffiths. He spent many hours applying a “bit of polish” as he put it (although I think he may have needed more than one tin and a lot of elbow grease).

Andrew obviously saw more in me than I did and his efforts enabled me to pass with a F1RST which was much better than I had hoped for and I am obviously delighted.

Lastly, I think I should mention Andy Ware my examiner. Andy was great. He was very friendly whilst remaining very professional on test.

I shall conclude by saying that I am sure that my driving has improved a great deal thanks to Skill

for Life. Even my wife says that my driving is a lot better. High praise indeed! Now that I have passed I shall do my level best to keep my driving up to scratch and continue to look to improve.

Ted Parks

For many years I had thought about taking the Advanced Motorist Test. With pressure of work, many other distractions and excuses, it was never carried through.

A few months ago I spotted on face book that my brother in law Martin Wills from Taunton had passed the test for Advanced Motorists. Now semi retired, Martin’s achievement spurred me on to join.

I have always enjoyed driving from age of 17 years. From my very first drive 100 yards up the road in Chard, my driving instructor said “You are OK, let’s head for Taunton”. I had a one and a half hour lesson and on return he said “Apply for your test”

He said it would be in about six week time so I had a lesson a week until my test and fortunately thanks to his good instruction I passed first time.





Jim Ottewell being presented with his certificate by Brian Howe and Tim Wheeler, his observer.

I was only an apprentice at the time and couldn't afford a car. My father would only let me drive if we were going somewhere with him.

I was a "MOD" at that time, so Scooters became an attraction. My friend in Canterbury was selling his Lambretta for £65 so I bought some L plates and on a Friday night set off and hitch hiked to Canterbury in Kent.

Sunday afternoon I decided it was time to set off back to Chard some 200 miles. I had never ridden a Scooter or motorbike in my life at this time. I rode it for about 50 yards in a Cul-De-Sac and thought 'lets go' and off I set.

I got to Maidstone and thought I had better get some fuel. Garages didn't stay open all day and no Self Service. Now I'm looking for the fuel tank filler. I didn't know that there was a hidden button in the back of the seat! Panic, panic, no mobile phones, no phone box to ring my friend. Eventually found the filler cap and off we went.

Next stop a garage on the A30 near Shaftsbury. It is now dark and I am knackered and the lights on Lambrettas were not much better than a candle. I drove out of this garage went left but instead of being on the A30 I was riding up a bank and fell off. Fortunately at very low speed. Picked myself up no damage done; only my pride but no one had seen me.

Next stop was a club in Yeovil we hung out at called the Court Ash. Got there at 9:0pm absolutely freezing and stiff as a board having ridden for seven hours. I now considered I knew how to ride a scooter.

I didn't take any lessons for riding and applied to take the motor cycle test. The day duly arrived and I was tested in Taunton. I was instructed on a route to take and the examiner walked around the route in the opposite direction. For the emergency stop to happen I





misunderstood his instruction and believed he would raise his arm up and when he brought it down I was to do the stop. So I am travelling down the road and saw him step into my path and raise his arm up... I waited and waited for his arm to drop. I was getting closer and closer to him... the arm didn't drop. Eventually I had to do an emergency stop to avoid running him over. Whew! It was a close thing.

He accepted my misunderstanding of what happened and gave me a first time pass. Little did he know how bad the brakes were on the Lambretta. Little did he know how close it was.

I did thousands of miles on that Scooter and it always got me home. The engine would seize at least once on the 100 miles to Reading. A ten minute break and I would be on my way again. I have held the carburettor on with one hand to make it home after it fell off when the threads stripped.

I have searched the roadside in the dark looking for the thin metal foil from discarded cigarette packs to try and pack the stripped thread. Long before the days of Loctite or Helical Inserts. I have ridden the scooter at an extreme angle to get every last bit of fuel out of the tank when on the reserve to make it home.

I don't think I would have passed the Advanced Motorist Test at that time.

Now all that was in the good old 60's; how times have changed. Jump to 2016 with my 52 years of driving experience.

I have always enjoyed driving which I believe makes for a more confident driver however of course getting some bad driving habits on the way. Hence my time to join the IAM and try and hone my skills. I was introduced to Tim Wheeler and met him to be observed. I found Tim to be very easy to work with and he soon picked up on my weaknesses and very soon was sorting them out.

This was always done in a manner that gave me confidence by reassuring me of the good skills I had. Tim suggested that if I took the test I would probably pass but that he wanted me to improve all aspects of the test to come. This Tim achieved over the following weeks and I went on to gain a pass at what I thought was a reasonable level. I was disappointed in not getting a F1RST and hope to meet this goal in the future.

Thank you to all involved in making me a much safer, more knowledgeable driver.

Jim Ottewell





Richard Board being presented with his certificate by Brian Howe and Hugh Todd, his observer.

Please can you send via your e-Newsletter my thank you to Hugh Todd my observer. I have learnt a lot and gained new skills thanks to you. Also I would like to thank Andrew Griffiths for my pre-test drives prior to my passing the IAM test. My thanks also go to Andy Ware the examiner, he makes it more a drive than a test. Thanks again to you all.

Richard Board

June Members' Evening

Are Electric Cars the Future?



Andy Bowrah (Sales Manager, Wellington Motors) and a chum will be bringing a couple of their new electric cars to explain & demonstrate.

**Wednesday 15th June 7:30pm
Hatch Beauchamp Village Hall**



How safe are we as advanced drivers and riders?

By Mark Lewis, ex-director of standards

IAM drivers and riders are safer than the average – that's a fact. Our own insurer, IAM Surety, confirms we have very few serious collisions and incidents and that when we do make claims, it is less often the IAM member found to be at fault.

Here are the top five incidents we claim for on our insurance:

- 1 – Hit third party in rear (13%)
- 2 – Hit a parked vehicle (13%)
- 3 – Lost control of vehicle (9%)
- 4 – Pulled out on a third party (9%)
- 5 – Hit a wall or post (8%)

While we are all advanced drivers and riders, there is no harm in us revisiting some basic skills. Everyone can 'top up' their knowledge – that includes me, all our senior team and all of you.

So let's look at ways to overcome the issues I have highlighted above:

HITTING A WALL OR POST

As you approach any parking opportunity or confined manoeuvre, take your time. If necessary stop, walk around and ensure you have seen all possible obstructions.

If you have parking sensors in your car, use them – but practice and get used to how far you are from the obstruction when the beeps get faster/higher or become constant (depending on the model). Motorcyclists, don't forget the width of your mirrors or panniers/crash bars and take this into account when doing any slow speed or confined space manoeuvring.

PULLING OUT ON OTHER ROAD USERS

Firstly, identify the blind spots in your vehicle or on your machine including limitations on movement caused by crash helmet and bulky motorcycle clothing. Make sure you look for long enough to detect movement before actually pulling out. If your view is limited by





vehicle or building obstructions and you have to creep forward to obtain a better view, then do it extremely slowly – windows down in the car/visor up on the motorcycle – and listen for approaching traffic.

LOSS OF CONTROL

Driving and riding within the ability of your vehicle is essential. A bend may be taken at a maximum speed of 60mph, but is the limit point such that anything over 30mph means you are unable to stop in the distance you can see to be clear? Know how the safety aids on your vehicle work and more importantly – their limitations. Anti-lock brakes are an excellent safety aid, but steer too quickly in a car and you will still go straight on instead of being able to turn. On a motorcycle, remember that traction control will only limit loss of traction in relation to the rotation of the wheel – if the wheel breaks traction and slides sideways in a bend, traction control has no way to help you recover.

HITTING A PARKED VEHICLE

Know the width of your vehicle and leave a safe margin to both sides. If in doubt, stop and

wait. Let oncoming traffic pass first if that will give you more room. Progress is often made through restraint. Bikers – again, remember those wing mirrors and panniers.

REAR-ENDING ANOTHER VEHICLE

Observation, anticipation and planning will ensure you are aware of everything in front of you. Scan from the horizon back and keep the two second rule – and four seconds at least in wet conditions. Keeping a safe distance between you and the vehicle in front often encourages others to pull into that gap. Stay calm and move further back to maintain the safe gap at all times.

OVERALL STRATEGY

Leave in plenty of time for any journey so you are not under a time pressure. Remember your training and take a refresher session if necessary. An advanced driver/rider knows when to slow down as well as when to make progress and is a master of their machine. Never stop practicing your skills, concentrate at all times and hopefully you will never need to ask for an insurance claim form!



Events Corner



Dear fellow TGAM-ites, a favour... well, several of them, actually.

As advanced drivers we all realise that road safety has such a huge impact on our families, friends and communities. With that in mind, TGAM Committee members decided it might be a good idea to organise our own Road Safety Day in June so that we can push our message and hopefully recruit new members into the bargain.

Indeed, those of you who were present at the Members Evening in February will no doubt remember me standing in front of you all giving you the date & time of this planned extravaganza (Saturday 16th June 2016 at Victoria Park, Taunton) whilst at the same time begging for volunteers to help man the day.



**By Barry Keenan, Events
Co-ordinator**





Sadly due to the short time frame from having the initial idea to sending out the invites, a high proportion of the groups and organisations that we invited to join us were already pre-booked for June and were therefore unable to attend.

You'll appreciate that to even get to the stage of being turned down, a considerable amount of time and effort had already gone into the planning of the 'Day'. However, as disappointing as it was to cancel, rather than let all of that effort go to waste, we decided to use it as a springboard for a 2017 event instead. Genius!

Now I'm pleased to say that of the 27 organisations and groups that we invited for this year, 14 have already given me a firm commitment for June 2017 with most others provisionally stating their interest in attending.

As I say, it was disappointing to have to cancel, but I have to concede that a one year delay will probably work to our benefit. It takes an enormous amount of pressure off me and it

allows us more time to pull together all of the organisational requirements to make this a day to remember. (And hopefully to establish it as a firm favourite on the TGAM calendar of events).

However, in order to best drive the idea forward, I need to ask for help in organising the event.

To properly manage it we need an organising committee. No, please don't turn the page; a lot of the basic leg work has been done already, but if there are one or two of you out there who have organised a similar large scale public event in the past, then I'd love to hear from you because I really could do with your help! And whilst I'm at it, I'd also be very grateful for the help and guidance of somebody who's familiar (preferably on a professional level) with carrying out systematic risk assessments. That's so that we (the as yet unformed organising committee) can consider what could potentially go wrong(!) at such an event whilst planning suitable control measures to prevent





loss, damage or injury to visitors, exhibitors and TGAM personnel on the day.

The planned venue, by the way, is still Victoria Park off East Reach. As you'll all know, this is owned and operated by Taunton Deane Borough Council and it is they who require a completed risk assessment before they'll issue us with a license to proceed.

A large scale event like this could be very good for TGAM and I hope that you'll support both it, me and the TGAM Committee in making it a great day. If you are able to help, in even the smallest of ways, please feel free to contact me on either my home number 01823 – 254621, my mobile 07776 – 124001 or via email at events@tgam.org.uk or by speaking to any committee member.

Now, even though we won't be running our own show this June, as it happens we've been offered a place at the Royal Bath & West Show on Saturday 18th & Sunday 19th June. This will

be in conjunction with the Bristol Classic Car Club. This is a very prestigious event that draws crowds from all over our region and beyond, and so is more than worthy of our support.

We're looking for three, maybe four people to man our TGAM Tent on each day and if you own a classic car that you'd be prepared to show off at the stand, then even better! Again, if you're interested (please say you are) and fancy banging the drum for the IAM & TGAM, then please get in touch... it should be a blast!

Wednesday 20th July will see our own Classic Car Show & BBQ at the Hatch Beauchamp Village Hall & Recreation Ground. For those of you who've been in the past, you know what a great night this is going to be. For those who have yet to attend this most popular of 'in-house' functions, where have you been?! I tell you, you just don't know what a treat you've missed. And in that event, so that you don't





miss out this year, please make sure that you make a note in your diary, calendar, tablet or wherever it is you keep your important dates and appointments. This is certainly going to be a day to remember with fine food, convivial company and a range of gleaming classic cars to feast your eyes on! Brilliant.

On Sunday 31st July we'll be setting up our travelling gazebo again when we pitch up at the Memorial Ground in Watchet for the Watchet Carnival Fete. Again this is all about getting ourselves out there to constantly raise our profile and get the road safety message across to the motoring public. This is a one day event and again, so I'm not left as a Billy No Mates, I'd be grateful if one of you, dear readers, would pop along and keep me company. Any names please, to either me or any of the Committee members.

Not finished yet! On Saturday 6th & Sunday 7th August, we'll be at the West Somerset Railway Association summer event at Norton Fitzwarren. For those of you who haven't been

yet, it's a little akin to the Bath & West show in that there's absolute crowds of people all hungry to come to the TGAM Tent! No, really, they are! As usual we'll be there raising our profile and that of road safety in the region, but again we need YOU! If you can spare just a couple of hours to help man the tent, then that would be great. (If you could spare a DAY we'd be forever in your debt). Again, all names to either me or any of the Committee.

I know that we all lead very busy lives (I know I certainly do), and to ask you to give up a day on your weekend may seem like a step too far, but without your support there is only a very limited amount that your committee can do for the benefit of the TGAM and its membership so any help and time that you can offer will, believe me, be very gratefully received.

Thanks for taking the time to read my scribblings and considering my requests. In the meantime, here's to your continued happy and safe, motoring.

Barry





A chance to take stock

By Sarah Sillars OBE, chief executive officer

April has been a whirlwind month of change for us all, with our new brand IAM RoadSmart and fresh new website being launched and gaining impressive feedback from members, groups, press and general public.



From left are members of the rebranding launch team with Sarah Sillars (centre); Gareth Bevan, Duncan Pickering, Paul Woozley and Caroline Holmes

They include these:

“Like the new colours and am enjoying my driving sessions, hopefully take the test soon.”

“I like it and I did read the article in the last magazine. Well done IAM RoadSmart!”

“Love the new logo, time to get the younger generations interested in further training now we have the fresh new look, well done guys.”

“A sensible move to broaden the appeal to a younger audience. All the best for the next 60.”

“Great rebranding video guys and girls.”

It’s good to get involved in the moment, but maybe it’s time to reflect on all the great things we have achieved together.

The following is a brief summary of the key achievements:-

- Recruited 6,453 new associates
- Prepared and tested 6,137 associates with an 85% average pass rate





- Developed new driving and riding standards with the help of 13 volunteer groups, engaging with over 156 associates. Utilising the new associate logbook will lead us to being in a position of launching the full roll out six weeks earlier than scheduled. All of which will be completed by September
- Delivered improved advanced rider and driver documentation in the form of observer logbooks and driving information sheets, which are coming with the standards roll out
- We have enabled 1,053 observers to complete an IMI Observer qualification, providing formal recognition of their skills, all at no cost to individuals or group
- The National Training Team has been implemented for all regions, through interview and riding and driving assessments, and is now available via your regional operations manager
- The national free taster campaign #IAMRideFree organised by IAM
- RoadSmart communications delivered in excess of 1,500 leads for groups to convert to associates through assessment
- Some 558 members and non-members attended one of our 10 Skills Days, plus administered and supported three group organised skills events at Gaydon, Elvington and Ingliston. This helped another 364 members towards an enjoyable day of driving and riding.
- We celebrated our bike membership through the Ride Out and Rally event (ROAR) on 11th July last year at the National Motorcycle Museum, with over 500 members and group representatives going
- The spring and autumn forums provided great information to group representatives about the challenges for the future, helping set the agenda for the IAM Annual Conference
- The 2014/15 conference received its best ever feedback of 83% satisfaction from the 350+ group representatives and helped plan strategy for IAM RoadSmart's future





- Some 27 groups adopted IAM RoadSmart supported and funded website templates
- We introduced the Marketing toolkit which can be found at rapidity www.infigosoftware.com/iam. This enables groups to customise leaflets to their own requirements, order IAM RoadSmart leaflets, promotional pull ups, feather flags, and clothing all at market-leading prices and in some cases at IAM RoadSmart's expense. The field staff, supported by other IAM RoadSmart staff, conducted in excess of 623 group meetings and support visits and presentations
- Through all our endeavours we grew membership of IAM RoadSmart by 1.7% ending the year at 92,654 We would like to thank all of you for your enthusiasm for IAM RoadSmart's future. It simply would not work without you, the group officials and members. As our ambassadors, you are our front line and we are so much looking forward to you being on this journey with us.

Sarah

IAM RoadSmart is number one

The One Show filmed an item on why car insurance premiums were higher for older drivers, and wanted to prove the point that mature drivers possessed skills that meant higher premiums were not justified.

The IAM RoadSmart communications team sourced three drivers aged 20, 48 and 83 (all former or current group associates) who agreed to undertake a mini-assessment with Shaun Cronin, regional quality manager – to see which age group is 'king of the road.'

Rodney Kumar, IAM RoadSmart senior communications executive, said: "Having the opportunity to be on a primetime programme like The One Show was an opportunity not to be missed.

"It allowed us to showcase our work in a small part to a very large audience, as well as showing everyone our new brand.

"I'd really like to thank Colin Bradbury, George Matlock and Cameron McCracken for allowing their driving to be put under the spotlight in this way – they were great sports."





JULY MEMBERS' EVENING

Classic Car Evening & Feast



This year we will again have hot dogs, burgers and bacon butties all FREE to everyone. At last year's event we had a good turnout of assorted classics from Aston Martins to modern Morgans, from Alpines to Austins, from Morrises to Mercs. If you have one, bring it; if you know someone who has one, bring them and it; or just come and enjoy looking at other people's!

Wednesday 20th July 7:30pm
at Hatch Beauchamp Village Hall





Embarrassing Moments

By Jim Ottewell

When I was fourteen I had my own evening newspaper delivery businesses. I used to buy the papers by the “quire” which was 24 total at a printers at Gravesend Railway Station. The printers printed the latest racing or football results on a blank section of the paper. I had my customers on about a three mile bike route going out to near Chobam. My bike was a “Bitzer”: Bits of this and bits of that, plus a rack for my paper bag.

One day I was out near Chobam and had a puncture. Very kindly one of my customers said bring the wheel in my shed and we will fix it. While this was going on I saw this strange bike in the shed which had an engine in the hub of the rear wheel. What’s that? I asked. It’s a “Cyclemaster” he said. But it doesn’t work anymore. I was fascinated with it and he said if you want it take it on.

As a kid whatever toys I had eventually got taken apart to see how they worked. This I did

with the Cyclemaster engine having removed it from the bike. I stripped the engine down, cleaned it up and put it back together. I might add at this point that my garage was at the top of a very steep drive.

I was holding the wheel upright and for some reason decided to swing the engine around in the wheel. What I didn’t know was that the fuel tank still had fuel in it and by pushing the engine around I “Bump” started it... It flew out of my hand and took off down the steep drive, off into the sunset.

So, my first “Powered Drive” and I wasn’t even on the thing at the time!

Oh those 60’s have got a lot to answer for!

Another Embarrassing Moment

I was driving along near Chard and proceeded around a blind left hand bend. As I came around I was surprised to see, not one but two, police motorbikes, strewn across the road





with various bits of bike lying around them. Just picking themselves up were two very embarrassed looking policemen.

I quickly stopped, wound down the window and offered assistance. They appeared to be uninjured (other than their pride). I was told to “B....er Off” in no uncertain terms.

Oh those 60's have got a lot to answer for!

My Driving Tip of the Day - ALWAYS Dress sensibly when driving a vehicle.

Back in 60's I was asked by my parents if I would drive them to Chard centre at around six o'clock in the morning. This was to catch The Royal Blue coach to go on holiday. As it was only about a mile and a half round trip, I just put a dressing gown over my pyjamas and off we went.

Safely dropped them off and set off home. Next thing I know is that funny noise and the car going unstable. Yes, I had a puncture.

How embarrassing is it, being caught in the middle of Chard changing the wheel in my Jim Jams?

It's those 60's again!

Jim Ottewell

Julia Beer Driving Instructor

I am a qualified driving instructor with an IAM F1RST. I provide high quality driving lessons using resources and teaching styles designed to meet your needs.

My aim is to make the car a safe environment, where you can learn and build confidence. So get in touch, I am here to put your mind at rest.



For more information and contact please see details on my website

<http://www.juliabeerdrivinginstructor.com>



Motorists want ‘the right to drive’

- *Driverless cars are coming.*
- *Humans and machines together deliver safety.*
- *65 per cent of motorists believe the driver should remain in control.*
- *Will driving only be for pleasure in the future?*
- *Are driver-designated roads the future for motorists?*



More than 65 per cent of motorists want to retain the right to drive even though driverless cars are coming, two new pieces of research released today have shown (April 28th 2016).

IAM RoadSmart – formerly the Institute of Advanced Motorists – conducted an independent survey of 1,000 British motorists and a separate poll among its 92,000 members.

Those 65 per cent of motorists believe that a human being should always be in control of the vehicle with 53 per cent saying that the focus should be on making drivers safer – not just cars.

Members of IAM RoadSmart welcome the hi-tech advances which are improving vehicle safety, but want to maintain their control of a car – even though autonomous technology will be able to do it for them.





Sarah Sillars OBE, chief executive of IAM RoadSmart said:

“Technological advances that make driving and riding safer for all road users have to be embraced whole-heartedly – but British motorists and our members, do want the right to drive.

“Intelligent cars will deliver a step change in road safety by targeting the human errors we make from time-to-time. At IAM RoadSmart we believe a well-trained driver and an ever-vigilant car is a win-win scenario for the future.

“This technology will also prove to be a major boost for business and keep UK PLC at the very edge of technological advance.

“IAM RoadSmart is the leading specialist in the interaction between human and machine and will play a significant role in this fundamental shift – which will see UK roads the safest, most business friendly and connected in the world.

“The government is due to consult this summer

on how the UK can lead the development of autonomous vehicles; we are ready, willing and able to participate fully in this discussion.

“One could see a time when motorists might be restricted to driving on designated roads – and possibly just for pleasure rather than for work or getting from A to B.”

The research comes as IAM RoadSmart celebrates 60 successful years improving driving and riding standards across the country and unveils ‘a new name, a new look and a new tone’ to support 21st Century road users for the next 60 years and beyond.

IAM RoadSmart is positioned to meet the needs of a new generation of drivers and riders. The change brings together the charity with its commercial subsidiaries – IAM Drive & Survive, Professional Driver Services and Driver Retraining Academy.

Sarah Sillars said: “We are proud of our heritage – and excited about the future.





“The majority of our members feel that improving driver skills is essential. Nowhere is this truer than in helping drivers to review their skills in line with new technology.

“We want to continue to be the best and most recognised provider of training and advice to drivers and riders, a sustainable charity and still be central to all road safety policy making.”

The Opinion survey of motorists – results:

- 65% thought that a human being should always be in charge of a vehicle.
- 20% thought that driverless cars were a ‘good idea’.
- 34% thought that driverless cars were a ‘bad idea’.
- 22% thought that driverless cars would ‘be the norm on UK roads’.
- 52% thought that driverless cars would never be the norm on UK roads.
- 16% thought that driverless cars are an ‘exciting prospect’.

When told that 95% of accidents were down to ‘human error’ and that there was ‘a strong case for taking driver control out of the equation’:

- 24% agreed with the proposition.
- 15% disagreed with the proposition.
- 60% said ‘wait and see’.

When asked whether they would ‘consider using a driverless car’:

- 32% said yes they would.
- 38% said no they would not.
- 29% said that they were unsure.

In the poll conducted among IAM RoadSmart members:

- 87% thought that once driverless cars are readily available driving should NOT be banned by law.
- 92% would welcome automated systems that stopped tailgating.





IAM president Mansell takes Auto Express back to (driving) school

Former world Formula 1 champion Nigel Mansell and the Institute of Advanced Motorists (IAM) teamed up with Britain's biggest motoring magazine Auto Express to take one of its reporters back to school with a set of driving challenges.

The test, which will be featured in the magazine and online from today (13 April) saw Nigel and the IAM find out if an F1 champion could teach safer driving and advanced techniques to a regular motorist.

Auto Express news editor Richard Ingram had the daunting task of being tested by the 1992 world champion, who is also IAM President. Nigel was backed up by the IAM's head of driving standards Richard Gladman.

Nigel said: "I made a living through driving on race circuits at often very high speeds – but being a winner is not just about being fast.



"Precision, control and knowing where to use speed were the most important aspects of being successful.

"The same applies to every road user. You can be a top class driver, enjoy a journey of any length and get real satisfaction from every mile.





“Advanced techniques, like those offered by the IAM, can help you become as good as me. Well, almost!

“And Richard Ingram did a great job under the pressure of having me as his examiner.”

Richard Ingram was taught how to slalom around cones, safer emergency braking, reversing into a parking space and cornering by Nigel and Richard Gladman.

Richard Gladman said: “We wanted to show that it’s possible to demonstrate skill and talent behind the wheel without the need for speed. Nigel’s insight proved that everyone can be a champion of the road – while driving more efficiently, more confidently and having fun.”

Richard Ingram added: “The thought of having Nigel Mansell as my driving examiner felt just a little intimidating at first. But it was clear straight away how advanced driving made me a more thoughtful driver and as a result could reduce stress on increasingly busy roads.”

The tests were also filmed and will be featured on the Auto Express website which can be reached here: <http://www.autoexpress.co.uk>

Andy Poulton’s three decades of service marked



Andy Poulton, IAM RoadSmart examiner, was rewarded for 30 years of service at a recent meeting of the Bristol group. Regional quality manager Shaun Cronin presented him with a commemorative certificate to say thank you for all his hard work.





Recent Releases from the IAM Press Office

Driving when you're feeling unwell

This week's tips from the IAM's director of standards, Mark Lewis, are looking at the challenges motorists face when they're unwell. With over 200 common cold viruses, the chances of us getting a cold are pretty high. Don't just ignore the symptoms and be sure to read these essential tips.

1. Driving or riding with a heavy cold will severely impact your concentration and can slow down your reaction time by up to 50 per cent – avoid making the journey if you're feeling unwell.
2. Some over-the-counter medicines contain codeine which can make you feel

extremely drowsy and blur your vision – check the instructions beforehand. It's also best to check with your GP about any prescription drugs and their side-effects.

3. At 30mph you travel 13 metres every second. If you sneeze therefore that means you're travelling with your eyes closed – this could result in temporary loss of control of your vehicle.

Mark said: "We know winter driving is challenging enough as it is, so try not to add more stress to it by compromising yours and others' safety when you are ill. Taking plenty of rest away from the road is the ideal route to recovery."





Hiring a vehicle abroad

Planning a road trip for your next holiday abroad? Then be sure to read our latest tips from IAM RoadSmart's head of driving and riding standards, Richard Gladman, who will guide you through hiring a vehicle abroad.

- Take some time out to familiarise yourself with the rules and laws of the country you'll be travelling to. The European Commission's website has everything you need to know about differing regulations across continental Europe: <http://bit.ly/1fUlidw>
- Don't forget to register your driving licence details beforehand: <http://bit.ly/1Mes73Q> Register up to 72 hours before you travel.
- Upon collection, give the car a thorough inspection. If you spot any signs of wear and tear, damage to the bodywork, windscreen or wheels inform the rental company. If you're still not 100% happy, don't be afraid to ask for another vehicle.
- Keep some handy telephone numbers with you – particularly of a breakdown recovery service in case of an emergency. And should

you inadvertently find yourself on the wrong side of the law, the Foreign Office has some useful information about what you should do: <http://bit.ly/1giXBwX>

- Pack your sat nav and programme in your destination beforehand. But don't forget to switch off any speed camera information as it is illegal to use in many countries.

Richard said: "It's an easy one to overlook, when you're trying to fit your suitcases in the car and the kids need the loo. Again, always check the boot before you drive off. Some countries require a warning triangle by law. Others a high-vis jacket. Do your homework so you know what you need. And make sure you're given it.

"Also, if you have a smartphone take some pictures of all four sides of your hire car beforehand – this can be useful evidence if any damage claims arise. Have a read of the small print in the hire agreement so you know exactly what is covered, who can drive and what the excess will be. Most importantly, enjoy the drive – happy travelling!"





Rural road observation skills

Driving on rural roads can be quite a challenge. Tight bends, unexpected wildlife and narrow lanes complicate matters, but if you get it right these roads can be the most fun too. Planning ahead is the key – expect the unexpected. The IAM's head of driving and riding standards, Richard Gladman, has five tips on getting rural roads right.

1. Look as far ahead as possible to see what direction the road is taking – hedge lines, telegraph poles or lamp posts all give clues on twists and turns ahead. And always be prepared for something you can't see round the bend – a group of cyclists or a horse, for instance.

2. Wet roads can seriously effect on car control. Keep an eye out for wet leaves or standing water on the road – as well as being slippery they can hide a multitude of hazards.

3. Be mindful of any animals that may also use the road and look out for these warning signs. Horses in particular can be easily startled, so when approaching reduce your speed and give them plenty of room. Pass wide and slow when it is safe. The British Horse Society offers more advice here: <http://www.bhs.org.uk/safety-and-accidents/dead-slow>.

4. Keep an eye out for agricultural vehicles on the road too – they probably can't go as fast as you want to, so try and be patient. On a single carriageway road only overtake where there is plenty of room to do so and where there is no oncoming traffic. Remember, any break in the hedge line is a potential junction for a tractor – if in doubt hold back.

5. If you're driving behind a bus or school coach, keep a look out for passengers that start to move around inside. This is usually an indication of passengers getting off at the next bus stop – be prepared to slow down for children crossing the road in front of or behind the bus.

Richard said: "Most country lanes will have a speed limit of 60mph – but this doesn't make it a target. You should be able to stop in the distance you can see to be clear on your own side of the road. On a single track road you may need to stop in half of that distance to allow for oncoming traffic – if you can't see slowdown.

"There are so many potential distractions in this environment, but nothing beats driving through a country road with beautiful scenery on a nice day. Take your time, plan ahead and enjoy the journey."





IAM and Under 17 Car Club form partnership

Driving charities the Institute of Advanced Motorists (IAM) and the Under 17 Car Club (U17CC) have combined efforts, allowing young drivers a unique pathway to safe and enjoyable driving before even passing their test.

The partnership, which was launched this week, will make the Under 17 Car Club Charitable Trust an IAM approved training organisation.

The U17CC celebrated its 40th anniversary this year. It is dedicated to ensuring young people get the best grounding in driving skills before they reach their 17th birthday.

Its members meet most Sundays at a variety of locations around the UK including Bovington Camp, Dorset; Castle Combe circuit; Caerwent in Monmouthshire; Devon Drivers' Centre in Clyst-St-Mary; Long Marston Airfield, Warwickshire; Moreton-in-March, Worcestershire and Throckmorton Airfield, Warwickshire, where they learn to drive in a safe off-road environment from the age of 11.

Paul Silverwood, president of the Under 17 Car Club, said: “This is a remarkable opportunity for the leading young driver charity to work alongside the leading charity for experienced advanced motorists.

“We will offer the IAM the very best of a younger generation of enthusiastic advanced drivers. We will provide opportunities for existing IAM members and their families to get involved in driving in a safe environment.

“And we will share the experience of the best specialist instructors and proven learning methods developed over decades.”

Shaun Cronin, IAM regional quality manager, said: “For a young person getting behind the wheel years before they can legally take to the road is a one-off opportunity. But this is about having fun too – our members get the opportunity to spend their Sundays driving a wide variety of cars, lorries and buses – and even learning advanced skills on a race track.





“The bottom line is this: working together with the IAM, the Under 17 Car Club can prevent a lot of crashes and, hopefully, we can save young lives.”

The IAM has long campaigned for greater resources to be put into initiatives targeting younger drivers, who are the most at-risk group on our roads.

Road accidents remain the biggest killer of young people in the UK. In 2013 there were 191 people under 24 killed and 20,003 injured as drivers and riders of cars and motorbike

In the past five years (2009-13) there were 1,037 people under 24 killed and 120,958 injured on UK roads as drivers and riders (1).

For more information about the Under 17 Car Club and its Pathfinder project visit the following websites: www.under17-carclub.co.uk and www.under17driver.co.uk

Safety around mobility scooters

Staying mobile is incredibly important. Losing the ability to get around has a proven link to social isolation and depression. Mobility scooters offer a new freedom for many people.

They can however pose challenges for other road users. Understanding the challenges on both sides and sharing the road is the key. IAM RoadSmart's head of driving and riding standards, Richard Gladman, shares his advice on driving safely around mobility and electric wheelchair users.

- Be mindful of larger mobility scooters. They can only travel at 8 mph but may be using the road. Give them space and only overtake when it is safe to do so.
- Smaller mobility scooters are restricted to using footpaths and pavements. Dropped kerbs are the only way mobility and electric wheelchair users – not to





- Mention parents with prams – can cross a road easily. It's also an offence to obstruct these crossing points. When parking consider whether you're inadvertently making it trickier for a less mobile person to get around.
- Mobility scooters aren't allowed to use cycle lanes or bus lanes so try not to get impatient if it seems they're blocking the road – they're obeying the law.
- While larger scooters must have full lights, the smaller ones intended for pavement use don't need to. In addition, waterproof covers can affect the vision of the driver. Never assume you've been seen. And always double check before pulling out.
- You might be surprised to learn drivers in mobility scooters can technically use dual carriageways. Always expect the

unexpected and be prepared for someone around the corner who may be travelling slower than you.

Richard said: "All road users have subtly different challenges and problems tend to arise when these challenges clash. But the groups aren't mutually exclusive. The driver of a mobility scooter probably used to own a car. The Mum with the buggy might drive a bus for a living.

"Time is always too short but a bit of understanding of these conflicting needs goes a long way in making us more amicable road users. And a bit of empathy can make us feel better too. Who doesn't get a warm glow from a friendly thank-you wave from the driver you allowed to go first? Keep an eye out for your fellow road users and improve your own day as well as theirs."





How to cope with a motorway breakdown

This week's tips, from the IAM's director of policy and research, Neil Greig, are advising drivers on how to cope with a breakdown on the motorway. Read our essential tips to find out more.

- Ensure the coolant and washer fluids are topped up, the oil level is correct and the tyres are in good working condition – they all help the vehicle maintain the higher speeds usually experienced on motorways.
- Keep a high visibility jacket, waterproof clothing and a charged mobile phone in your vehicle – you never know when you will need these.
- If your journey is not going as smoothly as expected, stop at the nearest service station or pull over onto the hard shoulder (only in an emergency), parking as far left as possible to avoid slowing down traffic.
- Once you have pulled over, switch on your hazard warning lights so other road users are aware that you have stopped.

- Use the emergency roadside telephone when you need to call for help. The distance to the nearest phone will be marked on the white posts on the hard shoulder – the operator will know where you are if you use this phone.
- Make sure you and any passengers leave your vehicle by the left-hand side. Stay behind a barrier or up the embankment. If you feel threatened, get back in, lock the doors and call 999 for the police.

Neil said: “On smart motorways the hard shoulder is used as an extra lane. If your car develops a problem on this type of motorway then leave at the next exit, or pull into a motorway service area.

“So long as you prepare for unexpected breakdowns you can avoid the experience becoming too inconvenient and be on your way.”





Driving safely on urban roads

This week's tips from the IAM's director of standards, Mark Lewis, are about driving safely on urban roads to minimise the risk of a road incident.

1. Changes in the weather will obviously impact on road surfaces, so your driving should reflect this. For example on wet roads, you should increase your stopping distance, and keep an eye on any pedestrians – splashing someone when driving is an offence.
2. If you're driving behind a bus or school coach increase your stopping distance to allow for passengers getting off. In busy conditions avoid overtaking as there may be people crossing in front or behind the bus.
3. Delivery vans may stop and park in tight spots so make sure you give them a wide berth - you never know when someone might suddenly get out in front of the vehicle without looking.
4. At light-controlled crossings avoid moving forwards on the flashing amber or green signals - wait until all pedestrians have cleared it.

Mark said: "Many accidents occur near junctions and road crossings so make sure you keep your eyes peeled at all times – look out for elderly pedestrians and anyone wearing headphones or using their mobile phones.

"So long as you drive at a steady speed and be mindful of everything around you, your journey will be a smooth one."





Derek McMullan takes key role at IAM

Highly respected engineer, designer and manager Derek McMullan has been appointed Vice-Chairman of the Institute of Advanced Motorists (IAM) with immediate effect.

This is the first appointment made by the IAM's new chairman Ken Keir OBE, who took over from the retiring chairman Alistair Cheyne OBE last November. Derek is no stranger to the IAM, having joined the IAM Council in 2009.

His career started in the 1970's when he joined Westland Helicopters. He progressed up the ranks to become chief designer for the Lynx helicopter.

He then went into finance and strategic business management, qualifying as an accountant. Derek joined Eagle Star Insurance to run its engineering section and then worked in a variety of departments before retiring in 2008.

Derek said: "Poised for its 60th anniversary, the IAM is about to embark on its greatest challenge yet. We want to support all road users in enjoying their driving and riding more, helping them to become more confident on the road.

"To maximise our road safety influence we simply must achieve that broad appeal to the motoring public. Whilst protecting the advanced driving and riding standard, we will introduce new courses and products which appeal to those who want to focus on specific elements of their driving, without wanting to do a test.

He added: "As Vice-Chairman I will strive for unity of purpose and preservation of standards in all aspects of IAM's activity."

Sarah Sillars, IAM Chief Executive Officer, said: "We are delighted to appoint Derek our Vice-Chairman. He brings a keen understanding of the sector, as well as what's needed to take us into the future."

Away from the office, qualified pilot Derek enjoys flying light aeroplanes, helicopters and gliders. He's also a keen traveller and particularly enjoys riding mountain roads.

A Masters mentor and member of the National Training Team for Motorcycles Derek is the founding chairman of Worcestershire and Hereford Advanced Motorcyclists, where he is still active as a training team member and observer.





IAM establishes new industry group to guide driver risk management

The UK's leading road safety charity, the Institute of Advanced Motorists (IAM), recently hosted the inaugural meeting of its new Business Customer Advisory Group (BCAG). The gathering saw industry professionals come together to give their opinions on what they need from innovative driver risk management programmes that will deliver safer and more efficient driver activities for their businesses.

The meeting welcomed a variety of fleet, transport and safety experts from E.ON, TubeLines, Siemens, Cannon Hygiene, Belron, National Services for Health Improvement, London Borough of Newham and assurance provider LRQA, a member of the Lloyd's Register group.

The first of a regular series of meetings, BCAG will advise on the direction of the IAM's product portfolio and help to find solutions to the issues which are challenging fleet managers today.

BCAG discussed the changing environment of those who drive for work, including factors such as traffic and technology, and called for focussed and appropriate upskilling of their

drivers. The primary demand of BCAG members was to keep their drivers safe.

Gary Bishop, fleet manager at Cannon Hygiene said: "Being a member of BCAG gives me the opportunity to shape the future of smart driver risk management. The IAM has gathered together a vocal and knowledgeable group and is listening to what we have to say – we expect great things to come from the group over coming years."

Lesley Upham, IAM's commercial director said: "Consultation with the Business Customer Advisory Group will help us understand what we need to do to create a supportive and holistic environment for both employers and employees.

"We are keen to provide cost-effective and accessible training, through the channels people prefer using, that give drivers transferrable skills they can take from their professional lives to their personal ones. For businesses we aim to provide a high-quality service that offers options to deliver effective fleet management for businesses across the country."





Child car seat safety

This week's tips are all about fitted car restraints and ensuring your child has a safe and comfortable car journey. If your child is 12 years old or younger they must be in an appropriate car seat. The IAM's Communications Manager, Caroline Holmes, has some advice on ensuring you choose the right one for your child.

1. Firstly, the seat must suit your child but also be compatible with your car. ISOFIX is the international standard for attachment and most modern vehicles have compatible mounts. If you already have a car seat and it moves around, it's probably not secured correctly. Contact the manufacturer for advice and if you have any doubts replace it.
2. There are legal conditions around the type of child seats you can use based on the age and height of your child. If you're unsure, seek professional advice from a child seat provider. You can also find out more via <http://www.goodeggcarsafety.com>
3. Check the condition and attachment of the seat on a regular basis as they do suffer from

wear and tear. Take a look at the manufacturers tag to check the expiration date.

4. Always install the restraint on the back seat of your car where possible. If the front is the only option, take the car to a garage to ensure the front passenger airbag controls are disabled.
5. Small children are more at risk of spinal cord injuries in a front facing seat, so make sure you place them in a rear facing one for as long as necessary.

Caroline said: "Toddlers in particular are very prone to wriggling their arms out of the harness. Double-check the harness is the correct height and pulled comfortably around your child. If your child is uncomfortable, check the harness isn't too tight by putting two flat fingers between your child's collar-bone and the harness.

"Unfortunately some tough love might be needed here. Lots of children aren't keen on being strapped in, but it really is essential to ensure a safe and secure journey for the whole family."





Closing date for the autumn edition of the TGAM e-Newsletter is 20th July.

All contributions would be very welcome.

**All items should be sent to
“The Editor” at ed@tgam.org.uk or
by mail to David Walton at
Little Paddocks, White Street,
North Curry,
Taunton TA3 6HL**