



IPSWICH & SUFFOLK ADVANCED MOTORISTS

iam
RoadSmart



NEWSLETTER

The Eastern Angle

IPSWICH & SUFFOLK 7021
www.ipswichiam.org.uk
Registered Charity No. 1050094

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Advanced Driver Course Results

Congratulations to the following Associates who have been recommended for Full IAM RoadSmart membership.

Members who have passed the IAM RoadSmart Advanced Driver Course with an IAM RoadSmart examiner are:

No results this period due to Covid-19

Breaking News re MOBILES

Drivers to be banned from picking up mobile phones.

See article on page 9

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**Venue for meetings:
Holiday Inn
London Road
Ipswich
IP2 0UA
Tel. 0871 9429045**

News of Members

Presentation of Gosden Trophy at recent AGM:



'Examiner Bob Gosden admits he doesn't give away many 'First' Advanced Driver Course (ADC) passes, but here's one that got away!

Each year the Group hold a competition during a Saturday morning to judge the 'best of the best' passes, with Bob awarding The Gosden Trophy at the Group AGM for the preceding year's entrants.

Pictured here are the winner - Sarah Smith, with Bob alongside - at a safe distance per Covid-19 regulations.

Well done Sarah.'

Les Selby, Chief Observer

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Events for your diaries:

Due to Covid-19 all events and meetings have been cancelled until further notice'



Secretary

Editorial

This has not been a good time for me as editor of the newsletter, I used some clipart in February's Newsletter, which someone has claimed is, or was not clipart! After a lot of chasing around, I found the exact image on clipart and reported this to the committee, however 24 hours later it had been removed and shown in the area which "May have royalties attached."



The group has been sent a letter stating this has royalties attached and it must be removed from our website and a fine may follow!!

Very upsetting for me, I still believe it to be a scam!

Later in the newsletter, you will see that I am leaving the IAM in February after 29 years, this decision was taken before any of this nastiness about Clipart. I have been through the IAM passing my test a long time ago!!! Then taking on the Newsletter editors role about 8 years ago and in between, becoming an Observer which I thoroughly enjoyed. I have met some great people during my time in this group, both members and Associates that I have taken out. I will miss all this.

On a driving note, I did notice after we came out of "Lockdown" driving standards across the board seemed to have deteriorated significantly and for a couple of months I found driving quite dangerous. However, things seem to have settled down a bit now, although as a cyclist I have nearly been knocked off my bike twice in the past month, as has my wife. On both occasions the car drivers were almost touching my handlebars as they passed me (less than an inch!)

Here's my personal suggestion for more enjoyable drives:

On long drives, take the "A" roads, leave the Motorways alone! "A" roads offer alternative routes if you get held up, they have less traffic, they get you there just as quick are often more scenic and finally they are often safer! The M25 is often the exception as London "A" roads don't save time!

Safe Driving.

Editor

Chairman's Chat Nov. 2020

I am writing this on a rather damp October day and it is quite evident that the days are beginning to shorten and the weather is gradually deteriorating as we move towards winter. All the more reason to ensure that our vehicles are ready. I'm sure that you will have become aware of more vehicles with missing lights and as modern vehicles have so many checking devices that there is a tendency not to perform physical checks any more. I am fairly zealous about checking that lights etc are all functional but even so I was caught out recently when my daughter, who had been driving behind me pointed out when we parked, that my nearside brake light wasn't showing. I normally check brake lights against a white garage door when reversing towards it, so either that is not fool-proof or alternatively the bulb failed shortly after setting off. No problem... quick visit to purchase a new bulb and then of course you discover that you now need a special tool to even remove the bulb cover! So much for progress.



I read recently in a motoring column of a car owner who was complaining of engine failure due to low oil levels. It turned out that he had never checked oil level but was relying on the dash warning light to advise him. To some extent I can understand this as my current vehicle does not have a dipstick. The oil level is checked electronically by putting the engine into prestart mode and stepping through the menu until the oil level is displayed.

So how much other technology has the capacity to fool us into thinking all is well without having carried out the physical checks that we would all have been used to doing previously?

Again, as we move towards winter we can anticipate worsening weather and road conditions. Head Office have been proactive in warning drivers about this but how many who read social media are really taking notice? I drove back to Ipswich from the West Sussex coast recently in appalling weather.... strong gusting winds and heavy lashing rain with poor visibility. As a result there was standing water and flooding in places. How many drivers drove according to the conditions? From my observations, very few. As a result we passed several road traffic incidents that I suspect were related to the conditions. This impacts not only on the emergency services who are already stretched, but also on other drivers who get delayed and hence frustrated with the potential for yet further collisions as a result.

A couple of housekeeping items before I sign off. We finally managed to hold our AGM on 14th September despite the best efforts of COVID-19 and cancelled venue bookings! At that meeting it was agreed that subject to HO approval we should amend our Group Rules such that if necessary we could hold future AGMs virtually. I realise that not all members may feel comfortable with the use of this technology but availability of that option will obviate the considerable problems encountered this year.

Secondly, you will see elsewhere in this edition of the Newsletter that Colin Whitlum has indicated his intention to stand down as the Newsletter editor. He has kindly agreed to produce the November and February editions for us, to allow time for a replacement to be found. We owe Colin a great deal as it is no small undertaking to edit and produce the Newsletter on a regular basis. I would ask that anyone who feels able to undertake this task after February contacts any member of the Committee or indeed Colin to discuss further. As an aside to this, the editor is always happy to receive contributions to the Newsletter which can often be difficult to achieve. I'm sure many of you have motoring anecdotes that you could share, so come on you budding journalists, make the future Editor's life easier and let's hear from you! Until next time, safe driving.

Derek Pledger Chairman Ipswich and Suffolk Advanced Motorists Group

Group News

Membership Appeal:

Please help your local Group make our roads safer and get your Group membership free for a year.

When a friend or family member signs up to become an associate advanced driver with IAM RoadSmart we will recognise your contribution by giving you free Local IAM Group membership for a year.



Help a young person to be a safer driver, avoiding accidents and convictions and pushing down their crippling insurance costs by quickly building a no claim bonus.

Give a mature driver the skills and confidence they need to keep driving and maintain their independence for the years to come.

Refresh the skills of busy parents so they can confidently use all the new technology in their car helping to keep their family safe on the road.

Please let the group secretary know when a friend or family member has become an associate IAM RoadSmart member and you will get a year free membership.

We look forward to hearing from you and helping you make driving safer.

Anyone interested please contact our Membership Secretary, Alan Seager:
membership@ipswichiam.org.uk

Les Selby (Chief Observer)

'Covid-19 and the Group's Activities'

The last six months have been quiet in terms of new Associates signing-up for the Advanced Driving course, not surprisingly. No Observer activity 'on the road' took place until September, in line with most other car Groups around the country.

I am pleased to report however, that nearly all our Observer team are now back on the road and carrying out observed drives and coaching as before, subject to Associates' willingness to participate. Covid-19 precautions are of course in place, with PPE being available for their use.

With this quiet period in mind, it is an opportune time to offer existing members a 'refresher' drive should anyone wish to check they are still driving to 'advanced' level. There is no charge and you won't suffer a 'fail' should you not come up to standard, but you will be given some advice as to how to get back to the required level.

Members interested should contact our Membership Secretary, Alan Seager:
membership@ipswichiam.org.uk

Les Selby, Chief Observer
Ipswich & Suffolk Advanced Motorists

Articles

Confessions of an advanced driver



Well, not so much the confessions of an advanced driver rather some incidents that occurred to me prior to advanced driver training. I suspect that my experiences may well ring a bell with a number of us.

Like many drivers when I passed my basic driving test at the first attempt aged 17, I thought that I knew it all. Young male driver set loose on the roads in powerful cars owned by his father was never going to be a good combination. Not that I ever had a serious mishap, just a number of near misses. The classic error of entering a right hand bend with too much speed saw me nearly ending up ploughing a gap through the nearside verge and hedge. As I know now, had this been a left hand bend with an oncoming vehicle, the outcome could have been very different.

Several months after this, the Ford Zephyr was replaced by a Ford Cortina 1600E. In the late 1960s that was a desirable vehicle. Based on the Cortina 1600GT running gear, it had a beautifully slick gear change, top speed approaching 100mph and acceleration to match. Even so, I recall a couple of rather hairy overtaking manoeuvres which in retrospect could have gone badly awry. Then of course there was the black ice episode. Turning right at the T junction from the Westley Bottom road into Horringer, with too much throttle before the front wheels had fully straightened. The car slewed to the right, over corrected the skid and headed for the near side verge instead. Once again over corrected and headed back towards the centre of the road. Finally got the car back under control and continued on my journey feeling somewhat chastened.

Roll forward some years and several vehicles of my own later. By this time I was married, living in Glasgow and had 2 young daughters. The Ford Escort 1600 that I now drove was the first 'new' car that I had owned. Driving back from an autumn holiday in Speyside, approaching a bend on a wet road with fallen leaves, I realised that once again my approach was too fast. Brakes I thought, but by this time I had already started to apply steering input. You can probably guess the result: yes another skid. More by luck than judgement I released the brakes, regained tyre grip and managed to drive the car round the bend albeit rather faster than was ideal. My wife's face said it all.

As you will realise, driving in Scottish winters can be a different experience to Suffolk winters and my final escapade occurred during one such winter. Driving into Glasgow at around 8am one morning using my usual route. 30mph approaching traffic signals which had been on green for a while. As I got nearer, of course the signal changed to red... icy road, brakes on, resultant skid and ended up well into the junction. Fortunately there was no traffic coming from either side of me.

Fortunately, the next few years were uneventful as far as my driving was concerned and when I finally moved to Ipswich I heard about the IAM as it was called then and decided that it really was time to improve my driving skills and hence signed up as an Associate and duly passed my Advanced driving test in 1997.

I can't really say that I am proud of my driving prior to this, but I know that like many other drivers, I simply didn't learn from my mistakes and therefore continued making the same errors. Looking back now, I can see what I did wrong in each of the episodes listed, poor assessment of bends resulting in too such speed, steering and accelerating at the same time, braking and steering at

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the same time, poor anticipation.... the list goes on. As I said at the outset, I was fortunate never to have had a serious mishap, but on each occasion the outcome could have been much worse. Yet they were all avoidable as I now know. It could have been so much worse had I not made the decision to do something about it. How many other drivers have similar incidents and yet continue driving without any further thought?

How often do we have the opportunity to promote Advanced driver training with people we meet? Do we take the opportunity? Others may appear disinterested at the time but who knows? Your words may stay with them and encourage them to seek more information before they become another statistic. Let's get out there and make ourselves known.

Anon.

Plug-in hybrids are a 'wolf in sheep's clothing'

Carbon dioxide emissions from plug-in hybrid cars are as much as two-and-a-half times higher than official tests suggest, according to new research.



Plug-in hybrid vehicles are powered by an electric motor using a battery that is recharged by being plugged in or via an on-board petrol or diesel engine. They account for 3% of new car sales.

But analysis from pressure groups Transport and Environment and Greenpeace suggest they emit an average of 120g of CO₂ per km. That compares with the 44g per km in official "lab" tests

Plug-in hybrid electric vehicles (PHEVs) are sold as a low-carbon alternative to traditional vehicles and conventional hybrids - which cannot be recharged from an external source - and are proving increasingly popular.

The new research is published as the government considers whether to bring forward a proposed ban on the sale of new petrol, diesel and conventional hybrid cars from 2035 to 2030.

'Official' versus 'real world'

The BBC understands one suggestion is that plug-in hybrids should be given a stay of execution, with new sales allowed to continue until 2035.

That's because they can offer a 20- to 40-mile range as a purely electric vehicle and are therefore potentially significantly less polluting than other vehicles.

But this new analysis from Transport and Environment and Greenpeace suggests they don't offer anything like the carbon dioxide savings claimed for them by manufacturers.

The official tests indicate that plug-in hybrids emit an average of 44g per km of CO₂. These tests are conducted on a circuit and see vehicles driven in a way that regulators consider "normal". The real figure, however, according to the report, is more like 120g per km.

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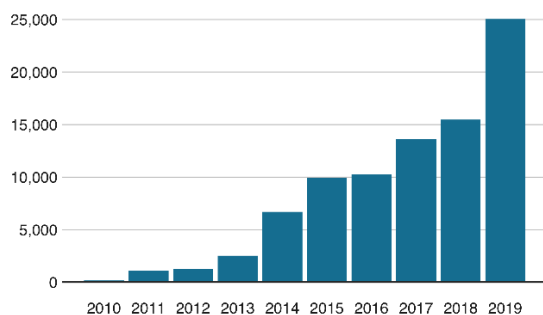
A really simple guide to climate change The five major challenges facing electric vehicles How will the petrol and diesel car ban work?

The pressure groups have analysed what they say is "real-world" data on fuel efficiency collected from some 20,000 plug-in hybrid drivers around Europe. These are drivers who have chosen to record their mileage and fuel consumption for surveys or who drive company or leased vehicles whose fuel efficiency is recorded.

According to this data-set the lifetime emissions of a plug-in hybrid average around 28 tonnes of CO₂. By comparison, the average petrol or diesel car is estimated to emit between 39 and 41 tonnes of CO₂ from fuel during its lifetime, a conventional hybrid would typically emit more like 33 tonnes.

Zero-emission cars on the rise

Total UK annual registrations of battery electric cars



Note: 2019 shows data from January to September

Source: SMMT

BBC

According to these figures a plug-in hybrid would only deliver an emissions reduction of about a third on a typical petrol or diesel car - far less than the official estimates. The motor industry acknowledges that lab tests don't always reflect real-world use but criticised the report, saying it uses emissions data from a test that is two years old.

"PHEVs provide a flexibility few other technologies can yet match with extended range for longer, out-of-town journeys and battery power in urban areas, reducing emissions and improving city air quality," Mike Hawes, the chief executive of the Society of Motor Manufacturers and Traders told the BBC.

He says he expects the range and performance will continue to improve, making them an "essential stepping stone to a fully electric vehicle".

Greenpeace meanwhile describes PHEVs as "the car industry's wolf in sheep's clothing". "They may seem a much more environmentally friendly choice," says Rebecca Newsom, the pressure group's head of politics, "but false claims of lower emissions are a ploy by car manufacturers to go on producing SUVs and petrol and diesel engines."

Driver behaviour

Transport and Environment's analysis says a key problem with plug-in hybrids is that so many owners rarely actually charge their cars, meaning they rely on the petrol or diesel engine.

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Another is that many plug-in hybrid models include design features that automatically turn on the petrol/diesel engine at start-up on a cold day, or will kick in that engine if driver accelerates hard.

The latter mode means that the car's emissions will depend a lot on the driver's behaviour.

"If you always charge the battery and tend to do lots of short journeys, they will have very low emissions," says Nick Molden, who runs Emissions Analytics, a company that specialises in vehicle emissions evaluation. However, "If you never charge the battery and drive very aggressively then they can have significantly higher emissions than the equivalent petrol or diesel model," he continues.

BBC News Sep. 2020

Drivers to be banned from picking up mobile phones.

It will become illegal for anyone to pick up and use their mobile phone while driving, under new legislation to be enacted next year.



The change will end a loophole that can allow drivers to escape punishment for using a hand-held phone to take a photo or play a game.

Mobiles will still be able to be used to pay for a drive-through takeaway.

And drivers will still be able to use devices hands-free under the plans, the Department for Transport said.

At present, making phone calls and sending text messages are banned while driving.

Ministers have rejected calls to also ban the use of hands-free function, for example using a sat-nav in a phone cradle.

Roads minister Baroness Vere said hand-held phone use behind the wheel was "distracting and dangerous" and that "for too long risky drivers have been able to escape punishment".

Using a Driving simulator can highlight dangers of hands-free.

The change in law would apply across the UK and is expected to come into effect early next year, depending on the outcome of the consultation.

National Police Chiefs' Council lead for Roads Policing, Chief Constable Anthony Bangham, said: "Using a mobile phone while driving is incredibly dangerous and being distracted at the wheel can change lives forever.

"Police will take robust action against those using a hand-held mobile phone illegally and proposals to make the law clearer are welcome."

The punishment for drivers caught breaking the rules on hand-held mobile use is six penalty points and a £200 fine.

Phones behind the wheel: The law

- Using a hand-held mobile phone or sat-nav while driving is illegal
- Any hands-free devices should be fully set up before you drive
- Police still have the power to stop you if they think you have been distracted
- The law still applies if you're stopped in traffic or queuing at lights

You could get penalty points, a fine and/or a driving ban if you break the law
Source: UK government - To read more copy the link below into your browser:
<https://www.gov.uk/using-mobile-phones-when-driving-the-law>

In 2019, there were 637 casualties on Britain's roads - including 18 deaths and 135 serious injuries - in crashes where a driver using a mobile was a contributory factor.

But drivers have successfully argued that filming or taking photos while driving does not match the wording in the current legislation - which says it is illegal to use a device "which performs an interactive communication" while driving.

In 2019 Ramsey Barreto was found guilty of using his phone to film a crash in north London two years ago. However, the 51-year-old then successfully appealed against the conviction.

The ruling led two High Court judges to criticise the 16-year-old law on using mobile phones, which they said had failed to evolve with the rise of smartphones.

RAC head of roads policy Nicholas Lyes said: "The closing of this loophole is very welcome and reflects the multitude of ways drivers can use hand-held phones when behind the wheel in 2020.

"We know that the use of hand-held mobile phones at the wheel continues to represent a very real road safety risk, so it's clear more needs to be done to make this as socially unacceptable as drink-driving."

BBC News 17/10/20

New Associate Members - None this time due to Covid-19

Associate Information

When you join our Group as an Associate you will not be charged for Observed drives however, to be entitled to Observed drives your IAM RoadSmart Associate membership must be up to date.



We operate on a one to one basis, i.e. you will be assigned to the same Observer throughout your course.

Your Observer will make an initial contact with you to arrange a convenient time to meet. If you are subsequently unable to make the appointment please let your Observer know beforehand. If you don't turn up without letting your Observer know it will be at their discretion as to whether they will continue with any further Observed drives. Remember all our Observers are volunteers and give up their spare time freely in an attempt to guide you to the required level to pass the IAM RoadSmart Advanced Driver Test.

Our Observers fall into the categories of Master Drivers, Local Observer Assessors, National Observers and Local Observers, however all have been trained to the very high level needed to demonstrate their competence in imparting their knowledge to Associates preparing for the IAM RoadSmart Advanced Driver Test. To be successful you should take on board all that your Observer tells you, drive accordingly and practice regularly in between Observed drives. The difference in categories of qualification is merely to accommodate those wishing to progress further than the IAM RoadSmart Advanced Driver level.

1. If you have chosen to take the test:

Then when your Observer advises you that you are Test ready he will inform our Associate Coordinator, Ken Chalmers, who in turn will inform IAM RoadSmart. IAM RoadSmart will assign you to one of the IAM RoadSmart examiners and the test may be conducted some distance from your home or your usual training route. The examiner will contact you to arrange a mutually convenient time and day to conduct the Test. **Please let your Observer know the result of your test.**

2. If you have opted to not take the test:

Having reached the advanced driver test standard after a series of observed runs (portfolio of course work) with your Observer and in conjunction with a Local Observer Assessor. If successful you will be recommended to be accepted as a Full member of IAM RoadSmart.

When you pass using either method shown above a certificate will be sent direct to you from IAM RoadSmart and they will upgrade you from Associate membership to Full membership of IAM RoadSmart. At the same time your Ipswich & Suffolk Group Associate membership will end and we will upgrade you to Full membership of our Group. This Full membership will end on the following 31 December when you will be invited to join as a Full member for the following year commencing 1 January at the current rate of £12.50. Full membership of our Group is voluntary, but in order to maintain your status as an Advanced Driver you must keep your IAM RoadSmart membership up to date and to avoid missing your renewal date I would recommend that you pay IAM RoadSmart by Direct Debit.

A Little Humour



Editor

Group Contact - Alan Seager

Email: membership@ipswichiam.org.uk