



IPSWICH & SUFFOLK ADVANCED MOTORISTS



NEWSLETTER

The Eastern Angle

IPSWICH & SUFFOLK 7021
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Advanced Driver Course results

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

Passed the IAMRoadSmart Advanced Driver Course with an IAM RoadSmart examiner.

Order/year	Member		Observer
09/18	James Sayer	F1RST	Doug Stewart
10/18	Tony France		Mike Rae

Completed the IAM RoadSmart Advanced Driver Course under the Group 'sign off' scheme.

Signed off by Jeff Beecham as the Local Observer Assessor.

04/18	Jack Jackson		Ken Chalmers
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The recommendations are a mere formality and all the candidates will receive their Full certificate directly from IAM-RoadSmart.

The above results were known as at 12 August 2018. Results after this date will be shown in the November 2018 newsletter.

Breaking News

Mike Quinton the new IAM CEO will be giving a talk to our Group on the 28th November.

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Events for your diaries:



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

Wednesday 17 October 2018 - 'Meet the examiner' - Bob Gosden our local IAM RoadSmart examiner.

Wednesday 28 November 2018 - Mike Quinton the new IAM CEO will be giving a talk

All start at 8.00pm in the **Windmill Room, Holiday Inn, London Road, Ipswich** with a break for tea/coffee at about 9.00pm.

Editorial



Road works, roadworks, roadworks, will we ever get our roads back? I have never known a time when so many sets of road workings have been underway at the same time. Wherever I go I hit temporary traffic lights, diversions or road closures. It just seems insane that all these need to be ongoing at the same time and yet our roads never seem to get any better with regards to potholes or road surface break ups. I do realise that some are essential but I query a great number as very often the work "being carried out" isn't or could be done at times more convenient to commuters. See a Bit of Humour in this edition.

Gripe over, we are coming up to the holiday season once again and this means the incredibly busy roads will get even busier so watch out. I travel down to Dorset quite a bit and have found some empty roads, well not quite empty but far less busy than the Motorways. In fact it has prompted me the travel cross country whenever I can and guess what, driving becomes a pleasure again! Well at least until I have to rejoin the Motorways!

You will all have seen that Sarah Sillars has moved on and that we now have a new CEO, namely Mike Quinton, and if you look at the Coming events you will see that we are expecting a visit from Mike in November, I hope you will all put that date (28/11/2018) in your diaries.

I hope you all enjoyed the hot weather and didn't find too many melted roadways.

Keep driving (safely).

Editor

Chairman's Chat August 2018



The warm weather is upon us, with no rain for the past 49 days in some parts of Suffolk. The main thing that keeps you and your vehicle in contact with the road surface is the tyres on your vehicle and apparently July is one of the worst months for tyre failures. This is due in part to these factors, heavier vehicle loads for holiday travel, higher temperatures over longer distance, worn tyres, incorrect tyre pressures. Tyres should be checked regularly for tread depth across the circumference of the tread, legal minimum tread depth is 1.6mm across the central three quarters of the tread width.

Check the tread by placing a 20p coin into the main tread grooves of the tyre, in at least three locations around each tyre. If the outer band of the 20p coin is hidden, the tread depth is above the legal limit of 1.6mm. However, if the outer band of the coin is visible then the tyres may be unsafe and illegal. Tyre walls should have no visible cuts or bulges which could lead to tyre failure and rapid deflation. Checking tyre pressures is something that should be carried out when tyres are cold and before you set off on your journey. Incorrect tyre pressures lead to uneven tyre wear across the tread, overinflated tyres tend to wear across the centre section of the tread, underinflated tyres tend to wear on the shoulder of the tyre. Incorrect tyre pressures can adversely affect steering, braking and fuel economy of your vehicle, so it is worth investing in a tyre pressure gauge and some sort of tyre inflation kit.

The current warm spell brings other hazards for us all, I have noticed that some people park their valuable vehicles on the verges which are very dry, vehicle exhausts/catalytic converter get very hot in normal weather, but with our current dry spell could cause dry grass to catch fire, so worth being extra careful where you park during this warm spell.

Having watched some vehicles trying to exit a side road from a 'stop' sign recently, the drivers were in such a hurry to get on their journey that they failed to notice the viscous and fluid bitumen melting on the junction, some vehicles managed wheel spin on front wheel drive, so they now have shiny cars with tar spatter on both driver and passenger doors. The rear wheel drive vehicles managed to spatter both rear sides and the following vehicles, all will need plenty of solvent to remove the tar once they have noticed it is there!

With the current warm spell, some drivers become more impatient, some become more drowsy, not everyone is sitting in air conditioning as they drive so be patient with other road users and keep yourself safe when out driving, remember this warm weather will eventually change and the dry roads with all the dust, dirt and normal detritus will become very slippery when we get some rain which we will! So, enjoy this dry spell while you can and remember we live in a temperate climate, usually.

Terry Davies

Members News

Stepping Down

The following have decided to step down due to pressure of their commitments outside our Group.

Alec Spall as Chief Observer

Marcus Kwan as committee member and webmaster

Myles Hansen as Local Observer

Alan Sexton as Local Observer

Sincere thanks go to Alec in his role as Chief Observer since his appointment in January 2007. He was always readily available and his expertise was a great asset to the development of the Observer team. His dedication and enthusiasm he put into his role is greatly appreciated by all the Observer team. We are pleased that Alec has agreed to continue to assess the driving competence of the Observer team in his new role as Driver Assessor. He will remain as an invaluable member of committee.

Sincere thanks to Marcus as well for all the years of dedication and expertise he put in on behalf of the Group as our webmaster, committee member and Observer.

Thanks to Myles, who although only spent a short time as a Local Observer, was successful in getting an Associate through the IAMRoadSmart Advanced Driver Test.

We are sorry to lose Alan who has been a valuable member of the Observer team since March 2009 having 'coached' many Associates through the Advanced Driver Test.

However, all is not completely lost as Jeff Beecham and Les Selby have stepped into the role of joint Chief Observers, while Martin Curtis has taken over the webmaster from Marcus.

A message from our new Chief Observers

We will be ensuring our Observer team continues to be trained to the highest skill level, in keeping with IMI/IAM latest standards. We will monitor the Observer re-qualification requirements and ensure that they are carried out every 3 years for Local Observers and every 5 years for National Observers, or 3 years if a Local Observer Assessor.

The Local Observers will have their 3 year re-assessments carried by us, while the National Observers will have their reassessments carried out by our ASDM, currently Pete Doherty. However, we will be available to carry out refresher assessments for the National Observers.

We will be encouraging all Local Observers to upgrade to National Observer level.

Jeff and Les

General Data Protection Regulations (GDPR)

The IAM and the Ipswich and Suffolk Advanced Motorists are legally entitled to hold your personal data under contract and not by consent. This means that your name can be published in both editions of our Group newsletter, i.e. members' and website editions as well as on our social media sites such as Facebook, Twitter, etc and our Group website, unless you indicate otherwise.

The original contract drawn up by the IAM was generic and did not cater for Groups producing two editions of their newsletters, i.e. members' only and website editions. So, I revised the contract and it has been approved by the IAM. In essence it gives members the option to withdraw from having their names published in either our members' or our website editions or both of the Group newsletters.

There were several members who did not wish their names to be printed in either edition of the newsletter and so you will find the word 'anonymous' printed in the lists of new Associates and Associate passes.

Those of you who have not returned the original or the revised contract need do nothing unless you have now decided not to have your name printed in either one or both of our newsletters. The revised contract is reproduced on pages 6 and 7.

Jeff Beecham Group Secretary and Group Data Manager

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Ipswich and Suffolk Advanced Motorists - Contract Statement to Members

Here at Ipswich & Suffolk Advanced Motorists we would like to thank you for becoming/renewing your membership with us, as part of your membership contract with us (please see note 1 overleaf), we will

1. Contact you with information on Ipswich & Suffolk Advanced Motorists driver training, committee, and social events, together with newsletters/magazines relating to the group and road safety.
2. Refer to you in pictures, videos and written updates of Ipswich & Suffolk Advanced Motorists events such as training, committee and social events at which you may be in attendance.
3. Refer to you in Ipswich & Suffolk Advanced Motorists regularly postings on social media sites such as Facebook, Twitter etc, our group newsletters/magazines and our group related websites.

Ipswich & Suffolk Advanced Motorists also share your information with IAM RoadSmart in order to administer membership activities.

Option to Withdraw from the above

You have the right to withdraw from receiving or participating in any of the above, by contacting Ipswich & Suffolk Advanced Motorists.

Please tick the box that you **do not** wish to apply.

I do not wish to:-

- receive information on driver training, committee, social events relating to our group and road safety
- receive the members' editions of our group newsletters/magazines.
- appear in or be referred to in the members' editions of our group newsletters/magazines. These editions will not be uploaded by our group to any group social media sites, such as Facebook, Twitter etc. and group related websites. Please see note 2 overleaf before deciding whether to tick this box or not.
- appear in or be referred to in or on any group postings to social media sites such as Facebook, Twitter etc, and group website editions of our newsletters/magazines and group related websites.

Signature: _____

Name (in capitals): _____

Date: _____

Membership Number _____

Please return this contract, only if you have ticked one or more boxes, to Ipswich & Suffolk Advanced Motorists by email to secretary@pswmcham.org.uk or by letter to:-

Jeff Beecham Group Secretary and Group Data Manager
Ipswich & Suffolk Advanced Motorists
41 Broad Oaks Park
Colchester
CO4 0JX

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Note 1

The Ipswich & Suffolk Advanced Motorists hold your personal data under contract and not by way of consent. This means that you are deemed to have agreed that we may use your data as set out in 1, 2, and 3, on page 1. You can withdraw from the way we use your data by ticking any or all of the boxes on page 1.

Note 2

Please note that if you do not tick this box then you should be aware that our members' editions of our group newsletters/magazines may be placed in public areas, such as doctors or dentists surgeries as well as libraries. Also, some members may distribute our members' editions of our group newsletters/magazines among their non-member friends as well as upload them to social media sites.

Occasionally we send our members' editions of our group newsletters/magazines to other JAMRoadSmart Groups as well as organisations that we think will help promote our Group.

If you do not wish your name to appear in the members' editions of our group newsletters/magazines because of the likelihood of them being distributed as above, then you should tick the box.

Jeff Beecham Group Secretary and Group Data Manager

Articles

Driving After Brexit

Millions of British drivers will be able to carry on using existing insurance policies in the EU after Brexit without the need for additional paperwork, the Government has confirmed.



The Department for Transport said the UK intended to remain part of the "Green Card-free circulation area" which will also save the need for extra checks at borders.

Britain has asked the European Commission for an introductory date for the scheme.

The department said in a statement: "We intend to remain part of the Green Card-free circulation area and meet requirements for third party motor insurance coverage.

"This would provide significant benefits to motorists and the insurance industry, enabling continuation of the existing insurance processes between the UK and the EU and removing the need

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for green cards and checks of insurance documents at borders.

"We have asked the European Commission to confirm an introductory date."

A spokeswoman said confirmation by the EC was a procedural matter after the UK met conditions to be part of the circulation area, and that this was not subject to the Brexit negotiation process.

The Government statement comes a day after the Association of British Insurers (ABI) said that the department had written to it to confirm the policy.

It follows lobbying by the ABI and other industry bodies.

The British Insurance Brokers' Association said the decision would be positive for the 2.5 million private and commercial drivers from Britain who travel in the EU every year.

Huw Evans, director general of the ABI, said: "This is good news for drivers and haulage operators who no longer face the prospect of doing reams of paperwork and paying admin charges every time they get on a ferry to Europe.

"It's always encouraging to see common sense prevail and I look forward to the Commission concluding the formalities as soon as possible."

The ABI said the decision meant that the UK's status in the system would be the same as that as three other member states - Serbia, Switzerland and Andorra - where drivers can enter the EU using their domestic insurance policy and do not need additional documentations.

The same will apply to drivers and haulage operators who bring their vehicles to the UK.

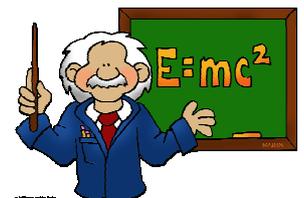
Without the arrangement, Britain faced returning to a "green card" system dating back to the 1970s - using documents printed on green paper that cannot be delivered electronically.

A **No Deal Brexit** may change this, so watch out

Sky News

A PHYSICIST WRITES . . .

Writing this column often seems to be a process of never quite catching up (like my life in general!). When I aim to bring topics up to date, as I did last month, invariably more news of at least one of them will emerge within a few weeks, and I shall feel the urge to pass it on. A case in point is the National Grid, which (I said) has only limited storage capacity for helping it to balance supply and demand, when these are changing unpredictably and rapidly – think for example of wind farms and solar panels (unpredictable supplies), and electric vehicles being plugged in for charging (sudden demands).



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Certainly the two new ways of storing grid-energy that I described last year (as you may recall), namely large flywheels and big lithium-ion batteries, are still only making a tiny contribution (if any). The most practical means of storage is – and always has been – pumping water uphill into reservoirs, from where it drives a turbine-generator as it comes down again, when needed: what's happening is that the electricity is being converted into gravitational potential energy, and then back. But this brings us to the latest idea that I've seen on electricity storage, one so simple that I should have thought of it myself!

A large number of disused mineshafts are dotted around the country, and each one offers the, er, potential for storing potential energy, but much more compactly than the reservoirs do (also, there aren't that many elevated locations suitable for reservoirs!). The proposal that I read about last month was to adapt such shafts, and also sink new ones, so that weights of up to 3000 tonnes can be lowered down them to generate electricity, and hauled up again to store it.

The stored energy won't gradually leak away (unlike that in a flywheel). The system can be expected to last for more than 50 years without any loss of storage capacity (which is doubly unlike a lithium-ion battery). And if the space above the weight was made airtight so that the air in it compressed as the weight rose, then the capacity could be trebled or more. The name of the company intending to make this superb idea work is Gravitricity: you saw it here first (probably)...

By the way, if you want to get an impression of the complexity of balancing our electricity supply, take a look at www.gridwatch.templar.co.uk, where you will see displayed (a) the almost-up-to-the-minute power consumption in the UK, (b) how much each different energy source (coal, gas, nuclear etc) is supplying to satisfy it, and (c) how all these figures have varied over the past day, week, month and year.

In January I tried to bring you generally up to speed on 'autos' (my name for driverless cars): I explained that although the technology is steadily advancing, it's impossible to say when autos will become a familiar sight on our roads, because of all the other considerations – legal aspects, infrastructure and public approval. I've since seen two interesting predictions, however. One was that the most hazardous time for an auto will be if it suddenly requires the driver-occupant to take over control.

Tests in a simulator and in an actual auto have revealed that although the 'sleeper' could wake up, so to speak, and be in charge (of the manual controls) in a couple of seconds, it would probably take a further 50 seconds for him or her to apply full concentration. But suppose that several autos are moving together at speed on a main road, and their systems decided simultaneously that negotiating the traffic was beyond their capability: it's alarming to think of them all being inexpertly driven for nearly a minute. The only recommendation in the report was to program autos to slow down before handing over control. Or better still, I think, to stop!

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The other prediction was that when, eventually, all vehicles are self-driving the flow of traffic will be much more efficient than it is now, and so commuting (by road) will be faster. Hence the incentive and attraction of living further out of town will increase, and this will generate huge suburban sprawls of housing – of which we have quite enough already, not to mention wide roads and motorways. The Green Belt (which in England and Wales really means 15 individual green-belt areas) was set up originally to block urban expansion, but it will simply be leap-frogged, where it hasn't been already, as commuting across it becomes fast and easy.

The Oxford University man who published this gloomy outlook advocated tighter restrictions to protect the countryside, as well as engineering solutions such as lowering main roads into tunnels, which “won't be cheap, but becomes easier when human drivers are taken out of the equation.” What he meant by this was that autos would cope better (on their own) with the disruption from the construction, and then afterwards with the tunnels themselves. My guess, though, is that drivers will be needed for autos for a long time yet...

Finally, forgive me for finding fault with smartphones again, but whoever had the idea of incorporating a camera in them? And then who started the craze for using them to take selfies? Because the news this month (though it must have been a worry for much longer) was that people so dislike the size of their nose in a selfie that they've been asking plastic surgeons to give them a nasal reduction.

What they haven't understood is simple perspective: the closer you are to a face (or anything that's three-dimensional), the wider the nearest part of it will appear, in comparison to the rest. Viewed from several feet away, almost any face looks 'normal'. Hold the camera closer in, at arm's-length or less, and inevitably the question will be: “Does my nose look big in this?”. But it has taken the efforts of a research team at Rutgers New Jersey Medical School to work out and publish the simple geometry required to quantify the answer, which turns out to be: “Yes, about 30% wider than it should do.”

It isn't clear, from the reports I've seen, if the surgeons have been encouraging or discouraging the worried nose-owners in their desire for treatment – the situation must present quite an ethical dilemma. And there's another aspect which doesn't seem to have been discussed at all (not this month anyway): a near viewpoint expands the nose but flattens the ears! When the smartphone-narcissists finally get the message and start asking others to take photos of them from a sensible distance, I fear they will be returning to the plastic surgeon and asking for a pinning-back operation instead.

Peter Soul (Thames Valley Group)

Driving Seat Positioning

Are you sitting comfortably and concentrating? Then I'll begin.



Seating position

The Advanced Driver Course logbook was introduced in April 2016 as a training manual for Associate members preparing for the IAMRoadSmart advanced test. Surprisingly this manual has very little to say about the driving seat position. The only reference I can find states, 'Seat and mirror adjustment (for control, comfort and vision'.)

So, what is the correct seat position for control, comfort and vision? Well pages 64, 122 and 113 of Roadcraft - The Police Driver's Handbook and the Highway Code page 30 rule 97.

Roadcraft states, "Adjust your seat so that your driving position is comfortable. Bad posture causes muscular tiredness, which in turn causes mental tiredness. You're likely to be in a good sitting position when:

- both hands are on the steering wheel and your elbows are slightly bent
- you can depress the clutch pedal to its full extent and your knee is still slightly bent. (Of course this doesn't apply to automatics).



To set your seat position, extend your arms so that your wrists sit on top of the steering wheel when your arms are straight. Then allow your arms to drop so that your hands are in a comfortable position on the wheel rim –between ten to two and quarter to three, depending on your steering wheel indentations."

Shown here is the correct position of the head restraint . If you draw an imaginary straight line from back to front on from the centre of the head restraint that passes your eye line, then it is correctly adjusted.



Your mirrors should now be adjusted for maximum vision. This together with your seating position will allow you to reach all the controls comfortably.

Concentration

I often tell my Associates that advanced driving among other things requires 100% anticipation, 100% concentration and 100% observation. Anticipation and observation are basically under your control and usually are not influenced by external factors, whereas concentration can be.

Anticipation is defined in Roadcraft edition 2015 as the ability to identify hazards at the earliest possible opportunity.

Concentration has been defined in the 1960 edition of Roadcraft. "As the full application of mind and body to a particular endeavour, to the complete exclusion of everything not relevant to the

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endeavour.” This definition is repeated in the Advanced Driver Course logbook and those of you who have attended the local IAM RoadSmart examiners’ talk by Bob Gosden, will have heard him recite this verbatim many times.

Roadcraft 1977 edition states, “Observation is closely linked to concentration in so far as without the latter success in the former cannot possibly be achieved. It is not enough merely to see every detail in a road scene; the value of what is seen must be assessed and upon that value, a driving plan formulated”.

However, your ability to concentrate can be affected by distractions such as music, passengers, etc. and sometimes by your own wandering thoughts such as thinking about a shopping list, things to do in the garden and so on.

The problem with concentration is that one usually cannot concentrate for 100% for very long, perhaps 20 minutes at the most. But the trick is to refocus on the same thing, particularly when driving and this is done by constantly scanning the road ahead, to the middle, the foreground to the sides and the rear with plenty of mirror work. If you find yourself mentally wandering off then if you comment out aloud on what you see and what you intend to do, you will find that your concentration and road observation will improve. A commentary will also help you to refocus.

Quite a high proportion of incidents are caused by drivers being distracted even for a second. As an Advanced Driver you would have reached a high standard and demonstrated a high level of concentration during your advanced driving test. Try to maintain this level every time you drive. Ignore external distractions, i.e. radio, mobile phones, passengers including children, etc. Also your mental state must be in tip top condition when driving, frustration, boredom, a wandering mind, being upset, not feeling well, etc all have an impact on your ability to drive safely. Also it is interesting to note that quite a few incidents occur within 25 miles of our home. This is because we are familiar with the route and so our concentration levels drop.

It's all a big ask, but your passengers' lives as well as your own and other road users are risk if you drop your concentration levels. However, for short journeys around urban areas, towns, rural roads and through villages it should not be difficult to maintain 100% concentration. On high speed roads you should still maintain 100% concentration but it is here that it can wander due to boredom and the length of the journey (See Roadcraft page 213).

Figures taken from the Department for Transport – Reported Road Safety Casualties in Great Britain 2016, published on 28 September 2017 show that 129,837 road casualties, that is 72% of all road casualties, occurred on roads with a speed limit of 40 mph or less. No reasons were given as to the cause, but arguably a major contributing factor could be lack of concentration. The figure for total incidents could be much higher if one includes minor prangs that are not recorded.

An interesting study carried out by Linköping University in Sweden shows that if we are busy with something that requires the use of sight the brain reduces hearing. So you are perfectly entitled to say to passengers that you cannot hear very well. and that might restrict their input. Perhaps this is why you might find yourself slowing down when passengers talk to you or why some turn up the volume of their in car music.

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Remember, drive to arrive.

Jeff Beecham

How to deal with tailgaters without losing your rag.

How to deal with tailgaters without losing your rag.

Everyone has an opinion on how to treat tailgaters. But what's the correct way to deal with them safely?



According to research by Confused.com, more than an eighth (13%) of drivers have had an accident or near miss as a result of tailgating.

This prevalence of inconsiderate driving can't be good for motorists' morale.

But tailgating is not only annoying, it can be highly dangerous too.

With this in mind, we look at how to deal with tailgaters safely and sensibly.



Passive or aggressive tailgater?

How you shake a tailgater depends on whether he or she is of the "passive" or "aggressive" variety.

An aggressive tailgater has the clear intention of passing you. They will actively drive up your rear in a fashion that says "Get out of my way".

A passive tailgater is a different beast entirely. Normally they have no real intention of passing you and instead are quite happy for you to take the lead, but simply drive too close.

This is most likely an unconscious choice. It's more that they're not really concentrating, and not thinking about leaving a safe braking distance.

And as different beasts, they require different approaches.

How to deal with aggressive tailgaters

This one's simple: as soon as you can, and it's safe to do so, let them pass. That's it. Not everyone will agree, and aggressive tailgaters clearly press a lot of motorists' buttons.

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It can be tempting to hold them up, wind them up, think up tricks that will make them mad. But it's just not worth it. No-one benefits and there's nothing to be gained by doing so.

'They're not about to back off'

Peter Rodger, head of driving standards at the Institute of Advanced Motorists, says: "The thing is with these drivers, they're already aggressive. So they're not about to back off.

"Anything you do to try and make them back off will just make them more unpredictable."

So not only is there nothing to be gained by getting your own back on tailgaters, but you're potentially creating an extra problem.

You could easily trigger road rage, which is only going to make the situation worse.

If you're just further enraging the driver behind, it's difficult to see how anyone's going to win. Don't feed the trolls.

How to deal with passive tailgaters

Dealing with passive tailgaters requires a bit more thought.

"Always leave plenty of space in front," says Rodger.

As much as it may be tempting to try and put some space between you and the car behind, you don't want to create the same situation for the car in front.



If the car in front were then to suddenly brake you'll end up the unwitting filling in a sandwich.

Rodger adds: "Avoid braking sharply. Flashing your brake lights isn't going to help. It's better to just ease off your accelerator."

Better to slow down gradually

This is because if you repeatedly brake, the flashing of your brake lights will start to lose impact. It's better to slow down gradually with your foot off the juice.

Then, if you do need to brake suddenly, the brake light should hopefully prompt the tailgater to take some evasive action.

This won't entirely eliminate the risk of getting rear-ended but at least there'll be less damage at a slower speed.

And, in the event of a car insurance claim or the police getting involved, you're unlikely to be found at fault.

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"And there's one last tip," says Rodger. "Don't be a tailgater yourself." After all, only a fool breaks the two-second rule.

What is the worst bad driving habit?

Tailgating can be one of the most frustrating parts of driving. But what do you think? Take our poll to find out which is the most hated bad driving habit.

Supplied by Jeff Beecham

Reasons for failing the Advanced Driving Test

Many years ago the IAM conducted a survey from IAM examiners as to the reasons why candidates failed the Advanced Driver Test. Although the findings are not up to date, nevertheless the comments I think are still valid.



I wonder how many of us have let our standards slip in respect of any of the headings below.

- 78% **Hazard procedure and cornering:** Incorrect assessment. Poor safety margin. Unsystematic procedure.
- 72% **Use of gears:** Late selection. Intermediate gears not used to advantage.
- 70% **Positioning:** Straddles lanes. Incorrect for right and left turns.
- 60% **Braking:** Late brake application. Harsh handbrake application. Brake and change gear simultaneously.
- 58% **Distance observation:** Late planning and assessment of traffic conditions.
- 48% **Method of approach:** Too fast approach. Coasted to compulsory stops. Offside at 'Keep left' sign.
- 48% **Clutch control:** Rides clutch. Clutch slip. Coasting.
- 40% **Vehicle sympathy:** Not expressed in use of clutch, brakes and gears.
- 38% **Gear changing:** Harsh selection. Changed down with relaxed accelerator.
- 38% **Traffic observation:** Poor anticipation. Late reaction.
- 38% **Overtaking:** On bends. In face of approaching traffic. Cutting in after overtaking.
- 36% **Observation and obedience:** Failed to remember signs when requested. Failure to conform to 'STOP' signs and /or 'Keep left' signs.
- 28% **Manoeuvring and reversing:** Lacked judgement and control.
- 26% **Correct use of speed:** Excessive in country lanes. Failed to make adequate progress in 70 mph areas.
- 22% **Speed limits:** Exceeding speed limits.
- 20% **Steering:** Released wheel. Crossed hands.

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- 20% **Restraint:** Insufficient restraint demonstrated.
- 14% **Maintaining adequate progress:** Not maintained when safe to make progress.
- 14% **Hand or mechanical signals:** Late or misleading signals.
- 14% **Correct use of horn:** Failed to use when required.
- 12% **Acceleration:** Uneven. Poor acceleration sense.
- 8% **Obstructing other vehicles:** Loitering at minor hazards, also cutting in.

Jeff Beecham

A Bit of Humour



Editor

IAM RoadSmart Masters

All you need to know about our Masters programme

Open only to current full IAM members, the IAM RoadSmart Masters programme provides true one-to-one mentoring support and guidance that will help you to attain the highest standard of civilian driving ability in the country. There are no exemption qualifications to our Masters standard.

Building on your skills as an existing advanced road user, the Masters programme will help to enhance and develop your ability even further in the following areas:

- applying cornering principles
- Assessing, planning and executing safe overtaking manoeuvres
- Recognising opportunities to make safe progress (within the speed limits)
- Improving observation, anticipation and awareness consistent with vehicle speed
- Applying sound judgement of speed and distance
- Delivering a fluent, relevant and continuous commentary

Once you and your mentor feel that you are ready, we will offer you a ninety minute test that includes both a theory session and an extended drive. To challenge you the Masters test will be conducted on roads unfamiliar to you, and may therefore involve travelling a fair distance from where you live. You will be scored on a series of criteria and able to achieve either a **Pass** or a **Distinction** award.

The programme consists of:

- A personal logbook
- The latest copy of Roadcraft (or Motorcycle Roadcraft)
- An introductory drive or ride
- A dedicated Mentor
- Six sessions or 10-12 hours of mentoring (a top-up package of three additional sessions is available to purchase for those who require more mentoring to become a Master)
- Inclusion in the Masters Register upon passing.

The Masters test will be conducted in a location away from your usual driving or riding roads and may involve a journey of up to 100 miles. The Masters test will challenge you to drive or ride on roads that are unfamiliar to you.

Our Masters qualification is valid for FIVE years after which time we will invite you to re-qualify. Upon re-qualifying you will be awarded either a Pass or Distinction and the online Register updated.

The cost of the course which includes a dedicated mentor is £299. To apply call IAM RoadSmart on 0300 303 1134.

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However, before deciding to proceed you can purchase a Masters Taster session from IAM RoadSmart for £35. We have three Masters Distinction Observers available to conduct these taster sessions.

Jeff Beecham

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Chief Observers

Jeff Beecham MM,MD,LOA and NO secretary@ipswichiam.org.uk
Les Selby MD,LOA and NO les.selby@ipswichiam.org.uk



Driver Assessor

Alec Spall Ex Police Class 1 driving instructor, MM and NO both not active

Observer team

John Anthistle LO
Jeff Beecham
Ken Chalmers M,LOA and NO
Martin Curtis LO
Terry Davies, LOA and NO
IAN Dowling MBE, LO
Geoff Kingston LO
Paul Knowles ADI,M and LO
Derek Pledger MD and NO
Mike Rae IM, LOA and NO
Alan Seager LO
Les Selby
Kelvin Silburn LO
Christine Shelley M and NO
Doug Stewart M and LO
Colin Whitlum LO

Main areas covered

Bury St Edmunds
Colchester and Ipswich
Ipswich
Ipswich
Beyton and Burty St Edmunds
Great Green and Bury St Edmunds
Trimley St Mary and Felixstowe
Hadleigh
Ipswich
Westhorpe Stowmarket
Baylham and Ipswich
Hadleigh
Ipswich
Martlesham and Woodbridge
Wickham Market and Woodbridge
Felixstowe

Key

MM Masters Mentor
MD IAM RoadSmart Master Driver with distinction
M IAM RoadSmart Master Driver
LOA Local Observer Assessor
NO National Observer
LO Local Observer

Associate Coordinator

Ken Chalmers associates@ipswichiam.org.uk

New Associate Members

A very warm welcome is extended to the following members who recently joined the Group.



New Associate members

Order/year

16/18	Tom Snowling	Harleston
17/18	Anonymous	
18/18	Anne Radley	Woodbridge
19/18	Anonymous	

The list was closed on 12 August 2018 and members are shown in the order of joining.

Two new Associates exercised their right under GDPR not to have their names mentioned in the newsletter, hence the entry 'anonymous'.

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.

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When your Observer advises you that you are Test ready he will inform our Associate Co-ordinator, 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.**

When you pass your test 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.

Jeff Beecham

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President	Tim Passmore Suffolk PCC
Vice President	Colin Westren
Committee members	
Terry Davies	Chairman taddav@btinternet.com
Jeff Beecham	Secretary and Group Contact secretary@ipswichiam.org.uk 03331 300950
Alwyn Basford	Treasurer & Vice Chairman treasurer@ipswichiam.org.uk
Ken Chalmers	
Ian Dowling MBE	
Nigel Jackson	
Derek Pledger	
Christine Shelley	
Alec Spall	
Colin Westren	
Other positions	
Chief Observers	
Jeff Beecham	As above
Les Selby	les.selby@ipswichiam.org.uk
Driver Assessor	
Alec Spall	Spallark290@hotmail.co.uk
Associate/Observer Co-ordinator	
Ken Chalmers	associates@ipswichiam.org.uk
Webmaster	
Martin Curtis	
Newsletter editor Colin Whitlum	newsletter@ipswichiam.org.uk

Ipswich & Suffolk Advanced Motorists is a Registered Charity - No. 1050094 and is affiliated to the Institute of Advanced Motorists Ltd.

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