



IPSWICH & SUFFOLK ADVANCED MOTORISTS



NEWSLETTER

The Eastern Angle

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Breaking News

Sarah Sillars finishes her three year contract with IAM RoadSmart, new Chief Executive is Mike Swinton from 28th April 2008. See Chairman's Chat on page 3

Advanced Driver Course Test Passes

Congratulations to the following Associates who have recently passed the Advanced Driving Test and so become Full members of both IAMRoadSmart and our Group.

Tested by an IAM RoadSmart examiner

Order/year	Member	Observer
04/18	Christine Emmerson	Martin Curtis
05/18	Michael Yeo	Jeff Beecham
06/18	Roger Clark	Myles Hansen
07/18	Daphne Ford	AlanSexton/ Christine Shelley
08/18	Tom DiDuca	Les Selby

Tested by Group 'sign off' scheme

Signed off by Jeff Beecham as the Local Observer Assessor.

02/18	Joe Bowen	A Group Mentor
03/18	James McDonald	Les Selby

Masters Test Passes

	Mentor
Jasmin Gagen (Group member)	Derek Pledger

The above passes were known as at 12 May 2018 and are listed in the order of passing. Passes after this date will be shown in the August 2018 newsletter.

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Events for your diaries:



New 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



Well I am writing this in early March while it is still fresh in my memory. I'm sure many of you have driven past overhead warnings of problems ahead on Motorways only to discover that there is no problem but the message related to an earlier incident. Well on travelling down the M6 from the Lake District on Saturday 3rd March I came across a very confusing situation as follows.

Shortly after leaving Penrith southbound on the M6 we heard on Radio 2 that between junctions 13 and 12 the offside two lanes were closed due to road works but traffic was flowing reasonably well. No problem there then. A bit later Radio 2 announced that they had good news for the M6 drivers as the roadworks had been removed and the motorway was clear (we were one junction away). As we got closer to Junction 13, the overhead gantry had two red crosses on the outside two lanes, confusion reigned, which was right, Radio 2 or the Highways agency ?

Continuing further down similar signs repeated a number of times, then we saw a sign saying obstruction and sure enough a car was stranded in lane 3. Luckily enough no-one had ventured into the two lanes with the red crosses, but I was beginning to think that the signs had been left up after the roadworks had been removed. I wonder how many others felt that way? Needless to say I will never query the signs again or even swear inwardly that the signs are irrelevant or out of date!

By the way I have found a use for the electric car! I read that they can be used to back up the National Grid for short periods! I think the odd fossil fuelled power station on standby might be a better solution!

Editor

Chairman's Chat May 2018



Following the wettest March for over a decade, better weather is here much drier, lighter and brighter, so it is now easier to see the state of the roads, must keep looking for the deeper potholes as they can be very costly for both driver and vehicle.

Our annual general meeting in March was well attended at our new venue at the Holiday Inn Copdock, where our president Tim Passmore gave us an update on the many and varied demands placed upon the Suffolk Police service. Our thanks to Tim for taking time to speak to us and to answer our questions.

There was a regional forum at IAM RoadSmart Welwyn Garden City on Saturday 7th April 2018, which was attended by yours truly and our Secretary Jeff Beecham, on behalf of the group.

Following a confused start to the day as we could not access the building or car park, enough said. We were given a general update on the state of IAM RoadSmart, lots of statistics, and much talk of attracting more members. IAM RoadSmart also has a new Chief Executive Mr Mike Quinton as of 23rd April 2018, who replaces Sarah Sillars who has completed her three-year contract with IAM RoadSmart. We also learned that selected groups are trialling observed drives with associates, who do not wish to take an advanced driving test at the completion of the observed runs. Our group has been chosen as one of the groups to participate in this trial. So we shall in the fullness of time see how this pans out for the IAM Nationally when the trial is completed later this year. I must say thank you for the support of those National Observers in our group who are supporting the IAM by taking part in this trial.

On a more general note, a new MOT test comes into effect as of 20th May 2018. The upgraded test is the result of an EU directive imposing tougher vehicle checks and improved emissions testing. The owners of diesel cars first registered from about 2006 onwards will notice the biggest change in the new test, which should establish that the diesel particulate filter (DPF) in the exhaust is working correctly. Cars will have their emissions tested by new equipment to the standard issued at the time of manufacture. The vehicle will fail if the DPF has been tampered with, or if it produces "visible smoke of any colour". Overall it must be better for road safety and the environment. With fuel prices set to rise due to world politics and reduced oil supply we may all be using our bicycles again soon! Take care and drive safely using the system.

Terry Davies

Events this period

Group AGM was held on Wednesday 21st March at the Holiday Inn, Ipswich. At this event the following Trophies were awarded for various achievements throughout the past year, they were presented by our President Tim Passmore and Bob Gosden the local IAMRoadSmart examiner and are as follows:

1. The Richard Laming Trophy

Awarded to the best pass in the Bury St. Edmunds area as selected by Bob Gosden



Winner: Malcolm Parkinson (centre) with Tim Passmore on the left and Bob Gosden on the right.

2. The Gosden Award

Three candidates were selected by Bob Gosden from the Ipswich area and they were assessed by Les Selby and another National Observer.

The three candidates were:

Leanne Coulson
Adam Green
Mike Roberts

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The Winner: was Mike Roberts

3. Cattermole Observers Cup

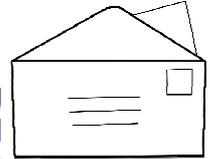
Awarded to the Observer who has contributed the most to Group Observing during the year.



Winner: Ian Dowling

Letters/emails to the Editor

Dear Colin,



I am always spurred into action when Jeff Beecham feels he is a lone voice crying in the wilderness in terms of input for the IAM magazine. You have covered “drinking” with the cup of tea, but I feel there is another problem out there, about which there is virtually no discussion. I suspect 90% of your members and readers take eye tests with a qualified Optician and indeed wear glasses/spectacles for driving, let alone reading, if the Optician’s advice has confirmed help is needed. So far so good.

However, I also suspect there are hundreds of drivers, possibly most middle-aged, out there who have never visited an Optician. It can be expensive. What they have done is visit Boots or other stores who sell magnifying glasses at various strengths. This allows them to read, but at least two people I know say brightly “oh yes I need glasses for reading now”, but confidently say their eyesight is fine for driving. I wonder.... I rather hope the government/DVLC one day recommends that evidence of a visit to a registered Option has to be attached for the reissue of an existing Driver’s Licence.

Dear Editor, If my facts are wrong, please don’t print!

Janie Day (member IAM).

Thanks Janie (Jeff’s Response)

Very good point. The Driving licence renewal application at section 3 states a) Can you meet the legal eyesight standard for driving? b) Do you need to wear glasses or corrective lenses to meet this standard? The declaration states that it is a criminal offence to make a false declaration to get a driving license and that to do so can lead to prosecution and a maximum penalty of up to two years imprisonment. The problem with that is the authorities would never know if a driver's eyesight was defective until involved in an incident by which time it is too late. However, providing confirmation of compliance of the eyesight requirement by way of an optician's letter or something similar may not help as the driver may decide for vanity reasons or other not to wear glasses for driving. So how do you 'police' that? Also the application form lists 21 medical conditions that could affect your driving and must be declared. I wonder how many drivers fail to notify. To a certain extent this has been rectified in that GP's can now report a medical condition to DVLA that would affect a persons driving.

Perhaps as a talking point members could come up with a suggested solution.

Best regards

Jeff

New Car Experience

I recently purchased a new (to me) car – a Skoda Yeti, 1.2 litre petrol engine. It is quite a change after my 19 year old Vectra. It goes very well, but that is not the objective of this item.

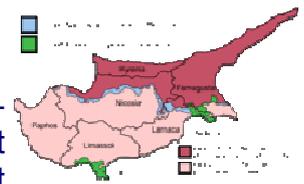
The amount of electronic wizardry is amazing; I think pretty well the same as current VW Golfs. The heater/cooling system is all by touch control, as is much of the radio. Whereas, in the Vectra I could control both functions by feel, without taking my eyes off the road, mirrors etc.. In the Yeti I have to look down and change focus to find the correct touch-sensitive “button”.

This seems to me to be more hazardous than using a mobile phone! What do other drivers think??

David Crerar

Articles

DRIVING IN CYPRUS



Welcome to another in my occasional series of driving abroad. You may recall that previous contributions have covered South Africa and Tenerife, so it will probably come as no surprise to learn that I like hot climates! This time it is the sunny island of Cyprus and after the weather that we have experienced in the UK over the last few days (The Beast from the East followed by Storm Emma) memories of our last holiday are very welcome.

It was several years since we had previously visited Southern Cyprus and it was interesting to see the changes made to the roads in Paphos. Traffic certainly more free flowing than I recall from previous visits.

As I'm sure most of you will know, Cyprus was under British control until 1960 and this influence still persists to some extent in the road infrastructure. Of course, as part of the EU, road signs are standardised and also bi-lingual , so no problems in understanding them even if your knowledge of the Greek language is non-existent.

A great advantage to the many Brits that holiday there is of course the fact that driving on the left has been retained, (another hangover from UK control) even if distances and speed limits are metric. The downside of course is that the many visitors from other EU countries are less happy with this. Fortunately, hire cars on the island all have red registration plates so are easily identified and appropriate planning made. That said, I found that it was the local drivers who one had to be more aware of as they had a tendency to weave their way along the roads, whether single or dual carriageway.

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The other point to watch out for is the habit for locals turning left at a junction from a side road onto a main road making an assumption that they have right of way (similar to the 'priority a droit' that persisted for many years in France). This was even the case on some traffic signal controlled junctions! Many of these side roads have a left hand filter lane on the junction approach and whilst the straight ahead or right turn lanes are signal controlled, the left turn lanes do not seem to be. You soon realise that any car approaching from your near side is likely to just keep going.

Drivers in general seemed very courteous and I was never aware of seeing tailgating to the extent that we do in the UK. As with many countries other than the UK, there is less regard for pedestrians and you cross the road at a pedestrian crossing with a degree of trepidation. Cars and vans parked right up to the crossing limits do not assist drivers in seeing people about to cross either.

Roads generally seem pretty well maintained although the number of potholes seems similar to our own. Being a mountainous island there are many twists and turns on some roads, but where these occur, super elevation has been designed into the road layout which aids steering input. The downside of these roads is the wonderful views to be had which may distract the driver. Whilst you are unlikely to come across cows on the roads, wandering goats are always a hazard. The other aspect that did have me questioning what the road planners had in mind relates to access to the main motorway running East West. I found access roads to this very poorly sign-posted and certainly indirect to say the least. Trailing several miles across country just to find an access point did not seem a great advantage in my opinion. Perhaps we were just unfortunate in the area in which we were based.

All in all some interesting drives in a beautiful country. Looking forward to another visit soon!

I mentioned at the beginning of this article that I was writing it the week after the snow hit us. We were holidaying in West Yorkshire at that time which of course has far more hills than we are used to in Suffolk. In the 8 years that I have owned my current vehicle (Jaguar XF with auto gearbox and RWD) I have never had to utilise the snow setting before! Switching on this mode however, I found caused more problems than it solved on hills as the traction control cannot be switched off in Winter mode. Consequently no traction and no progress! Switched to normal drive mode with traction control disabled and no problems! Checked the vehicle handbook again, but no mention of traction control being locked on in Winter mode. Just shows the need to be flexible in one's approach I suppose.

Derek Pledger

Automotive Technology

Automotive technology is advancing very quickly and there are a growing number of features available today that help boost car and driver safety. Some of these are known as Advanced Driver Assistance Systems (ADAS) and they check things such as braking, speed and steering tasks, and then either automatically take action or send an alert to the driver.



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There is debate about the advantages and disadvantages of not having complete control over a car with these systems. Nonetheless, figures from the Department of Transport show that human error is the single biggest reason for road traffic accidents in the United Kingdom.

ADAS can reduce human error and they can be used to enhance road safety by way of:

- Accident prevention
- Lowering the seriousness of injury if a collision occurs
- Improving the chances of survival in an accident.
- ADAS are always being developed and, by 2020, it is estimated that many new vehicles will have no less than two kinds of systems built in as standard. Currently, car manufacturers tend to offer this technology as an optional extra, but it is becoming more affordable.

Here are some ADAS features to check out:

Adaptive Cruise Control

Cruise control is the forerunner of all driver assistance systems. It feels like it's been around forever, but in recent times it has become even more high-tech. Adaptive Cruise Control (ACC) can sustain a set speed like traditional cruise control, but it can adjust this speed based on traffic movement, too. This **Adaptive Cruise Control keeps your car driving at a set speed as well as adjusting this speed automatically.**

Manufacturers have their own names for these systems, but the basic premise is that a car can accelerate or decelerate automatically. To do that, a vehicle must be kitted out with sensors that enable it to identify obstacles and nearby vehicles. Nearly all ACC systems use radar, although cameras can be used as well. The sensors communicate with a computer that oversees the throttle and, at times, the steering and brakes.

Traffic Jam Assist

Trying to drive when there's congestion is always a demanding situation! With Traffic Jam Assist, the car evaluates the distance from other vehicles and takes over acceleration and deceleration, whilst still keeping the vehicle in the lane. This means you only need to be concerned about steering.

Autonomous Emergency Braking

As with ACC, Autonomous Emergency Braking (AEB) works via sensors that scour the road ahead for obstacles. ACC and AEB will often share the same sensors, although some systems include cameras that can see cyclists and pedestrians at the edge of the road. Complex algorithms are used to almost instantly evaluate the probability of impact. The AEB system will then warn of the approaching hazard with dashboard lights and an alarm, before operating all-out braking force if you don't react.

If you're driving quickly, the emergency braking may only be able to lower the speed slightly before the unavoidable accident. At lower urban speeds, there's a greater likelihood that the looming collision may be avoided altogether. AEB technology is also being developed to circumvent head-on crashes and junction crossing crashes

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Autonomous Emergency Braking is being developed to avoid more collisions

Lane departure warning/lane-keep assist

This technology is already fitted to some vehicles. However, it is being further improved to make sure that cars aren't steered out of the lane they're in. In some situations, an alert (i.e. a pulse through the steering wheel) is given to the driver and in other instances, the vehicle will lightly steer to keep the car in the lane. This is especially useful on dual carriageway and motorways.

Blind spot detection

Blind spot detection is already accessible in various forms. This can be as straightforward as a light on the wing mirror that shows that a vehicle is sitting in your blind spot. Other blind spot detection features stop you from driving into another lane if there's a chance you'll hit a vehicle you can't see. This is especially beneficial for drivers with limited mobility who can't physically turn around to check their blind spots.

Road sign detection

A road sign detection system has a forward-facing camera which searches the road ahead for road signs. This camera is hooked up to character recognition software which reads any changes illustrated by the sign. It then relays this on to the vehicle's instrument panel. The data stays there until any changes occur.

So, if you're uncertain of the speed limit, all you have to do is look at the information that the car observes. This might seem quite basic, but the technology might stop you from inadvertently speeding and encourages you to keep your eyes on the road.

Autonomous Emergency Steering

When something suddenly appears in front of your car, Autonomous Emergency Steering technology can operate emergency braking when it concludes that a collision is unavoidable. This stops vehicles being driven off the road into objects such as crash barriers on motorways. The tech can also steer the car to help avoid head-on collisions.

Self-parking

This was once a feature only seen with 'premium' brand cars, but self-parking, or automatic parking, is increasingly being made available to all manufacturers. We have all faced parking challenges, and parallel parking, in particular, can cause a lot of stress! Self-Parking technology goes one step ahead of technology such as parking sensors by discovering spaces, and then—with some help from the driver—parking your vehicle into that space for you.

Finally...

A lot of this technology is already available from car manufacturers in different forms. Some of these systems can even work as one; for instance, lane-keep assist and Adaptive Cruise Control combine to give a more 'assisted' driver experience. We expect that these technologies will continue to develop and evolve into even smarter and more innovative features to further enhance the driving experience.

Les Selby

Brief history of your Chief Observer

Who is this man, I hear you ask, so I thought I would spend a few minutes informing you of whom and what I am.

My name is Alec Spall and I have been a member of the IAM since May 1969. I am proud and grateful to be the Chief Observer and Committee member of our local group. My role as Chief Observer is more of an advisory role, due to the many other commitments that I have outside the group but am always available to be of assistance when and if required.

My motoring history started at a very young age, I was fortunate to be raised on a farm, so I had the advantage of driving all types of farm vehicles (before being legally able to do so) and learn my skills of driving and nearly dying on several occasions. I drove around in old cars (not road-worthy) and old motorcycles in the relevant safety of farm tracks and fields (no wonder my father lost his hair !!)

I passed my driving tests for motorcycles and cars (when old enough) and have owned several of both up to the present day.

I am an ex-police officer, who served at the Suffolk Police Traffic Department (mustn't call it so now, Road Policing) at Bury St Edmunds for 16 years, driving and riding patrol vehicles. After this I was posted the Suffolk Police Driving School at Headquarters, as an Instructor, having passed as a Class One Advanced Driving Instructor at an authorised Home Office approved Police Driving School, mine was in Essex. During my time on the driving school I taught many officers etc from Basic Driving to VIP/ Anti Terrorist / HGV and CPC (all levels)

Well that's about it, (my head is big enough already) apart from stating that I am proud of each and every Observer in our Group, each one is highly qualified and very good drivers, it is a pleasure for me to be associated with them. Our Group is very fortunate to have a first class Examiner especially Bob Gosden, who was my Police Instructor on several occasions when I attended refresher courses, whilst I was a Traffic Officer (Bob is a top class bloke)

I thank each and every one of you Advanced drivers, who has passed or are going through training for the commitment you are donating to road safety.

Take care; watch out for the potholes and safe motoring.

Alec Spall

Road Markings

In previous newsletters I made reference to the Official DVSA Guide to Driving – the essential skills. In this article the theme is 'road markings'. I have also referred to the Highway Code- sixteenth edition 2015.



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As advanced drivers we should all make a determined effort to **Observe, Understand and React (OUR)** to all road signs and markings.

I just wonder how many of us pay attention to road marking in the same way as we do to road signs. Road markings seem to be a poor relation to road signs. Invariably any quiz on the Highway Code will ask you to identify road signs; road markings are by and large ignored. This is not surprising as the Highway Code devotes eight pages to road signs and only three to road markings. So without further ado this is what the above book and the Highway Code say about road markings.

NOTE: Words in brackets are mine.

Road markings give information, order or warnings. They can be used either with signs or on their own.

Their advantages are

- They can often be seen when other signs are hidden by traffic
- They can give a continuing message as you drive along the road

As a general rule, the more paint, the more important the message (or more danger)

Lines across the road

'Give way' lines

Double broken white lines across your half of the road show that traffic on the road you want to enter has priority. The lines show where you should stop, if necessary, to take your final look. These may also be found on a roundabout where traffic on the roundabout is required to give way to those joining, i.e. that is special priority to traffic approaching the roundabout - 'Know your traffic signs'.

A single broken line is normally found at the entrance to a roundabout. This tells you that traffic coming from your immediate right has priority and you **MUST** give way.

Single 'stop' lines

A single continuous line across your half of the road shows where you **MUST** stop

- at junctions with a 'stop' sign
- at junctions controlled by traffic lights
- at level crossings and emergency vehicle access points
- at swing bridges or ferries.

Lines along the road

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Double white lines

Double white lines have rules for

- overtaking
- parking.

Overtaking

When the line nearest you is continuous, you **MUST NOT** cross or straddle it except when the road is clear and you want to

- enter or leave a side road or entrance on the opposite side of the road
- pass a stationary vehicle
- overtake a pedal cycle, horse or road maintenance vehicle, if they're travelling at 10mph or less. (I would think that this is almost impossible to enforce this unless you are being followed by a police car or someone captures you on their dash cam and reports you).

If there isn't room to leave enough space when passing, you should wait for a safe opportunity. Don't try to squeeze past.

If there's a broken white line on your side of the road and a continuous white line on the other side, you may cross both lines to overtake, as long as it's safe to do so. Make sure you can complete the manoeuvre before you reaching a solid line on your side.

Arrows on the road indicate the direction you should pass double white lines or hatch markings. Don't begin to overtake when you see them.

Parking

You **MUST NOT** stop or park on a road marked with double white lines, even if one of the lines is broken, except to pick up or drop off passengers or to load or unload goods.

Hatch markings

There are dangerous areas where it's necessary to separate the streams of traffic completely, such as a sharp bend or hump, or where traffic turning right needs protection. These areas are painted with white chevrons or diagonal stripes and the tarmac areas between them may also be a different colour, for example red.

In addition remember

- where the boundary line is solid you **MUST NOT** enter except in an emergency
- where the boundary line is broken, you shouldn't drive on the markings unless it is necessary and you can see that it's safe to do so.

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Single broken lines

Watch out for places where the single broken line down the centre of the road gets longer. This means that there's a hazard ahead.

Lane dividers

Short broken white lines are used on wide carriageways to divide them into lanes. You should keep between them unless you're

- changing lanes
- overtaking
- turning right.

Lanes for special types of vehicle

Bus and cycle lanes are shown by signs and road markings. In some one-way streets these vehicles are permitted to travel against the normal flow of traffic. These are known as contraflow lanes.

Bus lanes

Only vehicles shown on the sign may use the lane during the hours of operation, which are also shown on the sign. Outside those periods all vehicles can use the bus lane. Where there are no times shown, the bus lane is in operation for 24 hours a day. Don't park or drive in bus lanes under any circumstances when they're in operation.

Cycle lanes

You **MUST NOT** drive or park in a cycle lane marked by a solid white line during the times of operation shown on the signs. If the cycle lane is marked by a broken line, don't drive or park in it unless it's unavoidable. You **MUST NOT** park in any cycle lane whilst waiting restrictions apply.

High occupancy vehicle lanes

You **MUST NOT** drive in these lanes during their period of operation unless your vehicle contains the minimum number of people indicated on the sign. Page 112 of the Highway Code gives an example of the vehicles permitted to use these lanes.(I have not seen any of these in Suffolk, but perhaps members have had experience of these lanes).

Reflective road studs

These may be used with white lines.

- Red studs mark the left-hand side of the road.
- White studs mark the lanes or middle of the road.

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- Amber studs mark the right-hand edge of the carriageway on dual carriageways and motorways.
- Green studs mark the edge of the main carriageway at a layby and slip road.

At roadworks, florescent yellow studs may be used to help identify the lanes in operation.

Box junction markings

Yellow crisscross lines mark a box junction. Their purpose is to keep the junction clear by preventing traffic from stopping in the path of crossing traffic.

You **MUST NOT** enter a box junction unless your exit is clear. But you can enter the box when you want to turn right and you're only prevented from doing so by oncoming traffic. If there's a vehicle already on the junction waiting to turn right, you're free to enter behind it and wait to turn right – providing that you won't block any oncoming traffic wanting to turn right.

If there are several vehicles waiting to turn right, it's unlikely you'll be able to proceed before the traffic signals change.

(Box junctions are a source of continued confusion even amongst advanced motorists)

Words on the road

Words painted on the road usually have a clear meaning, such as 'Stop', 'Slow' or 'Keep clear'.

(I wonder how many drivers ignore these words. The stop sign is sometimes ignored when drivers trickle over the line and don't actually stop. It's frustrating when drivers stop in the 'keep clear' section and so prevent traffic from going forward as they emerge from a junction.)

(I should image that hardly anyone obeys the 'slow' sign. Take travelling along on a 30mph road and you come across a 'slow' sign painted on the road. What do you do, keep your speed at 30mph, after all I am within the speed limit? When in reality the marking is there for a purpose and it suggests you are approaching a hazard, so go slower. To paint 'slower' on the road takes up too much room and paint, so it's shortened to 'slow').

Jeff Beecham

Driving Tips

Cornering (Bends)

About 60% of road casualties occur on rural roads where incorrect positioning and excessive speed are major factors. So it is important to get it right.



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The key to safe driving is always to drive at a speed that will enable you to stop within the distance you can see to be clear on your side of the road.

The limit point is the furthest point to which you have an uninterrupted view of the road ahead and enables you to approach and negotiate a bend at a safe speed. On a right-hand bend it is where the right-hand edge of the road appears to meet the left-hand edge and on a left-hand bend it is where the central white line of the road (or centre if there is no white line) appears to meet the left-hand edge. This point of apparent meeting of the edges of the road is called the limit point and if you imagine it as a 'brick wall' you should adjust your speed on approach so that you are able to stop at the 'brick wall'.

The limit point technique is self-adjusting – as road visibility and conditions deteriorate you need more distance in which to stop and so you must reduce your speed to compensate.

Throughout the manoeuvre check your mirrors.

On approach to the bend:

Take Information: Observation

- Check all mirrors and then adopt the best position for the view into the bend, however, on a left-hand bend be aware of oncoming traffic which may be in the centre of the road.
- Use forward observation to assess the severity of the bend, i.e. look out for tree and hedge lines, telegraph poles (although these can be misleading), road markings and signs and the speed and direction of forward and oncoming vehicles.

Use Information: Planning

Decide how to approach the hazard.

Position

- On approach to a left-hand bend, to obtain an early view and be seen and lessen the effect of the curvature, position the vehicle towards the centre of the road. However, take care not to inconvenience other road users.
- On the approach to a right-hand bend, to obtain an early view and be seen and lessen the effect of the curvature, position the vehicle towards the nearside, but be mindful of raised drain covers and the poor condition of the road surface, blind junctions and adverse camber. You will need to be mindful of any junctions on the bend, particularly those on the left.

Remember, never sacrifice safety for position.

Speed

- The limit point will appear to remain stationary. You should adjust your speed so that you can stop at the limit point. Your speed can be adjusted either by braking or by using acceleration sense (engine braking). Preferably the latter if at all possible.

Gear

- Select the most responsive gear for the speed.

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Shortly before you enter the bend:

Take Information

- Look to identify the road camber and be aware that crown camber on a left-hand bend camber increases the effect of your steering because the road slopes down in the direction of the turn and on a right-hand bend camber reduces the effect of your steering because the road slopes away from the direction of the turn and could make your vehicle veer to the left. Note that super elevation, where the whole width of the road is banked up towards the outside edge of the bend, makes the slope favourable for cornering in both directions.

Position

- 'Set' your steering so that it will take you round the bend in a smooth and progressive arc. This will bring your vehicle back to the central position in your lane as the bend straightens out.

Speed

- The limit point will begin to move away at a constant speed, adjust your speed to the speed of this movement.

Gear

- Select the most responsive gear for the speed.
- Don't leave your gear change too late but ensure there is enough road space in front of you so that both hands are on the steering wheel as you turn into the bend.

As you drive round the bend:

Speed

- Apply gentle pressure on the accelerator so as just enough to keep your speed constant as you follow the limit point, this will ensure you maintain maximum steering control and stability. Tighten your grip slightly on the steering wheel for additional control.

As you leave the bend:

Take Information: Observation

- Look to see if there are any hazards immediately ahead which would require you to reduce your speed.

Acceleration

- If there are no hazards ahead then as you straighten your steering you can accelerate steadily to match the speed of the limit point as it begins to move away. Consider the most responsive gear for your speed.
- Be aware that if the bend tightens, the limit point will appear to move closer, in which case reduce your speed so that you can stop before the limit point.

Jeff Beecham

The source is Roadcraft-The Police Driver's Handbook

Fake Police cars

How do I know if a fake 'police' car is trying to pull me over? We reveal what you should do to stay safe and legal.

Lights flash behind you and a 'police car' is signalling for you to pull over – but how can you tell if it's a bona-fide officer or one of an increasing number of 'phantom cops' haunting the UK's streets?



Is that car flashing you a genuine cop or a fake? Here's what to do if you're unsure.

Motorists have reported cases of fake undercover cop cars attempting to stop them across the country, with some incidents involving lone women targeted on remote roads – as reported in the Mirror.

From rural roads to motorways, nowhere has escaped these sinister fraudsters, so how can you spot the signs of a 'fake' police car and what should you do if you're unsure who's in your rear-view mirror? Here's our guide to staying safe on the roads.

What type of 'police' vehicle should I look out for?

It's likely that crooks will pose as cops driving an undercover vehicle – securing of a fully liveried patrol car is expensive and would make them easier to spot by genuine officers.

Do unmarked police cars have the authority to stop me?

Yes. 'Stops' do not have to be carried out by a marked police car. However, at least one of the policeman in the vehicle must be wearing uniform. If not, then you could be the victim of a fake 'cop' and should only stop in a populated location, which we'll discuss further here.

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What to look out for if a car attempts to pull you over

If a car is flashing you with headlamps, then be wary as genuine patrols will always turn on their blue lights when stopping a motorist. You are under no obligation to pull over simply because another driver flashes you with headlights – the Highway Code backs up this. If the motorist persists, drive on cautiously and at a reduced speed, but do not stop until in a safe, populated location with others around. Ensure your doors are locked and your mobile phone is in reach if safe to do so.

However, purchasing a portable blue-light beacon is easy and inexpensive, so don't be fooled into thinking flashing lights in the rear-view mirror is reason alone to stop. Some drivers have even used video playing on a phone or tablet screen to mimic a genuine flashing blue light. Genuine police-vehicle lights will be of high-quality and powerful. A manual rotating light should be a warning sign, as real units are likely to be of a strobe type.

Do I need to have been doing something wrong to be pulled over?

No. Police can stop any vehicle and ask to see the driver's documents. If the driver hasn't got them to hand, they will be allowed to present them at a police station within a certain amount of time.

So, what should I do if I'm not convinced it's a genuine police car?

The advice from many police forces is simply don't stop if you're genuinely concerned! You should not attempt to speed off and outrun the suspect vehicle – it still could be genuine – instead indicate you have seen the car, consider turning your hazard lights on and drive at a reduced, steady pace until you can find a safe place to stop. Genuine officers will recognise what is going on and follow at an equally safe pace and distance.



Look out for tell-tale signs of a fake 'police' car

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Can I use my mobile phone to call the police if I am worried?

Yes. Despite [tough new mobile phone laws coming into force for drivers](#), official advice from the Government states the following with respect to using a handheld phone while driving:

‘You can use a hand-held phone if you need to call 999 or 112 in an emergency and it’s unsafe or impractical to stop.’

If you feel genuinely at risk, using your phone to call 999 or 112 is likely to be a successful defence even if it is a genuine police car following you. Trying to use this defence fraudulently, however, is likely have serious implications.

Should I call 999?

Yes, if you are genuinely worried then calling 999 and asking for the police is advisable. You will not be looked upon as a time waster and the report will be taken seriously. Explain the situation and let the operator know where you are and don’t hang-up unless advised to do so. The police should be able to rapidly confirm if it’s a valid vehicle and act accordingly if it isn’t. The call handler will also be able to advise on a course of action.

Where should I stop if the ‘police car’ persists in following me?

Carry on driving at a safe, slow pace with your hazard lights on. Look out for a well-lit location to stop where there are plenty of other people. Areas such as petrol stations are ideal as these are typically covered by extensive CCTV. Any crook will be well aware of this and carry on driving. If you do stop in this situation and the car turns out to be a genuine police vehicle, politely explain why you did not stop immediately.

What should I do if I have to stop?

Remain in the car, lock the doors and do not fully open the window. Ask to see the ‘officer’s’ identification before even considering opening the car. If the location is unsafe, do not stop. A genuine officer would not risk the safety of you, your car’s occupants or other road users. Be polite when speaking to the ‘officer’ and only open the door and get out if entirely convinced that he or she is legitimate.

Pete Barden

A Bit of Humour

Finally I understand why cars have these things...



Should I tell him...

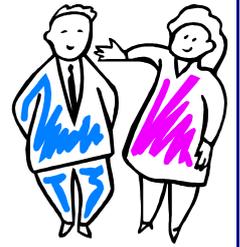


Or just see what happens.

Editor

New Associate Members

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



New Associate members

Order/year

06/18	Alistair O'Reilly	Hadleigh
07/18	Tom DiDuca	Hadleigh
08/18	Glen Sharman	Sudbury
09/18	Tony France	Norton
10/18	Millie Garrity-Brett	Stutton
11/18	Alice Neathey	Stowmarket
12/18	Simon Sweet	Claydon
13/18	David Russell	Trimley St Martin
14/18	James Gardiner	Lawford
15/18	Heather Blemings	Framsden

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

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 Mentors, 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

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Observed drives. The difference in categories of qualification is merely to accommodate those wishing to progress further than the IAM RoadSmart Advanced Driver level.

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

The committee

We would like to take this opportunity to welcome Nigel Jackson and Christine Shelley on to our committee. It is always good to see new committee members with new ideas and views.



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Group Officials

<i>President</i>	Tim Passmore Suffolk PCC	
<i>Vice President</i>	Colin Westren	
<i>Chairman</i>	Terry Davies	
<i>Treasurer & Vice Chairman</i>	Alwyn Basford	
<i>Secretary and Group Contact</i>	Jeff Beecham secretary@ipswichiam.org.uk	03331 300950
<i>Associate / Observer Co-ordinator</i>	Ken Chalmers	
<i>Chief Observer</i>	Alec Spall	
<i>General Committee Members</i>	Ian Dowling MBE Marcus Kwan Derek Pledger Colin Westren Nigel Jackson Christine Shelley	
<i>Useful contact</i>		
<i>Newsletter Editor</i>	Colin Whitlum newsletter@ipswichiam.org.uk	

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