



iAM
RoadSmart

FORWARD

Issue 11



The Newsletter for
Somerset & Wiltshire
Advanced Motorists

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FORWARD

Newsletter of Somerset & Wiltshire Advanced Motorists

www.swam-iam.org.uk

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November 2022 — January 2023

Issue 11

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Events Calendar 2022—2023

Thursday, 17 November, 19.15 for 19.30: Zoom meeting. David Major, Chief Observer, will be giving a talk on Winter Driving.

December – no meeting

Thursday, 12 January, 19.00 for 19.30: A training meeting for Observers to which all members are invited as we can all learn from what the Observers are being taught. This meeting will be held at Beckington Memorial Hall*.

Tuesday, 24 January, 19.15 for 19.30: Zoom meeting. A spokesman for the Under-17 Car Club will be talking to us about what they do to encourage young people to learn to drive safely.

Thursday, 16 February, 19.15 for 19.30: Zoom meeting. Reg Local will be talking to us again about some aspects of driving and road safety.

**The address of the Hall is Beckington Memorial Hall, Bath Road, Beckington, Frome, BA11 6SH (just off the A36).*

Welcome to *Forward* and thanks again to Robin Clark for his advice and help. In the last issue we said goodbye to John Morley as Chair and you will see on page 2 that there is a vacancy for that position. Until a new Chair is appointed, Lindsay Flower, our Deputy Chair, is Acting Chair, and doing a very good job. As you will see from her profile on page 10, she does not wish to take up this position permanently, so we are still looking for somebody to come forward for this post.

One of the things we have been doing as a Committee is considering future meetings and events and how we can make them more attractive to members to attend. Please read the article on page 14 about our plans, but what we really want is your input into this so that we can provide what our members want. If you have ideas for events, venues, or anything else you would like for a meeting, please let us know. Our contact details are on page 2.

Paul Pywell, one of our National Observers, has written two very interesting and helpful articles for this issue. The first is about how the general public are being informed about the new Highway Code by the press and social media, rather than by the government, and the misinformation that is being spread as a result. The second is about keeping ourselves safe on the road by looking after ourselves as well as the car, and making sure that we are in a fit condition to drive. With winter approaching and the various winter ailments that come with it, we need to make sure that we don't drive unless we are in a fit physical and mental state to do so. You will find these articles on pages 16 and 18.

We had a very successful weekend at the Middlewick House Open Garden event and the front cover photo of this issue of *Forward* is of the house with some of the cars in front of it. There are more photos from the event in this issue and perhaps they will inspire you to visit the event next year.

Finally, there is a new addition in this issue of *Forward* – Editor's Corner on page 20. This is an opportunity to air issues that may occur to readers and which they would like to share with other members. Please take advantage of the opportunity and send us your ideas.

Clare Hogg, Sue Phillips

The next edition of *Forward* will be published in February 2023. Please submit motoring-related articles and / or digital photographs to the Editors (*who reserve the right to edit them*) by Friday 6 January at the latest. Names of authors and their home addresses should be disclosed to the Editors who will withhold them from publication on request.

Group News

Middlewick House Open Garden

In the last weekend of July SWAM attended the Middlewick House Open Garden event hosted by Nick and Annabelle Mason. Nick, the drummer with Pink Floyd, has a magnificent collection of racing and classic cars and the event attracts a lot of attention from members of the public interested in cars. We were fortunate with the weather, with rain only for a short time on the Sunday morning, and attendance was high on both days.

This car is a 1958 Austin 35 'Floyd'. There is an obvious reason for its colour!



Our gazebo drew plenty of attention as did a Highway Code quiz organised by Robin Clark. The prize, for the first ten correct answers drawn, was a copy of the new Highway Code. There were 90 entries in total, of which 12 had all correct answers, and the winners were very pleased to receive their prize. That, in itself, is a good outcome for the weekend as the more people who read it the better, but in addition we had 45 requests from people living in the local area for taster sessions with our Observers. Quite a number of visitors from outside our area went away with taster session leaflets and we hope they will contact their own local groups.

This was a very successful event and we have every intention of returning next year. A big thank-you goes to Robin Clark and Dave Edwards for organising the event, and to all the helpers who turned up to staff the gazebo.

This is a selection of some of the cars we saw at the event.



We will let you know when we are going to be there next year and hope to see you at the event.

September Group Q&A Session

Our September meeting was a Question & Answer session held at Beckington Memorial Hall and was chaired by Peter Huntington. The panel consisted of David Major, Chief Observer, Ray Robbetts, Deputy Chief Observer, Peter Huntington, National Observer, and Robin Clark, Local Observer. Thus, we had a very well qualified team to answer our questions.

Unfortunately, there was a very low attendance at this meeting with no Associates at all, which was very disappointing. However, we were delighted to welcome two IAM members to the meeting who have subsequently joined the group.

Many of the questions centred on the new Highway Code, and especially the Hierarchy of Road Users. H1, about cars and larger vehicles giving way to pedestrians, is a particular issue if you are turning right as it is dangerous to

stop in the middle of the road to allow a pedestrian to cross. Safety is paramount and it is not usually safe to stop under these circumstances.

Another problem with the Highway Code is that not enough people read it. Most drivers don't, but pedestrians and children are even less likely to. It was felt that it should be taught in schools; children have bikes and should be encouraged to read the Highway Code as bike riders, and then bring in the pedestrian aspect.

A no-no for allowing pedestrians to cross is to wave them across. This is equivalent to flashing your lights to another car to allow them through which is not good practice. As the driver you cannot see all that the other driver, or pedestrian, needs to know before they proceed, and therefore you shouldn't encourage them.

Another interesting point about H1, with relation to blind pedestrians, is that guide dogs are taught to wait until there are no cars approaching before allowing the pedestrian to cross. They will not therefore allow the blind pedestrian to cross even if a car is waiting for them, except at a pedestrian crossing.

An aspect of being a blind and deaf pedestrian which not many knew about, is that traffic light-controlled crossings have a button on them which vibrates to alert the pedestrian that the lights have changed.

We were reminded that at a zebra crossing it is necessary to wait until the pedestrian has reached the other side of the crossing before proceeding.

A question about the Highway Code and cyclists related to rule 66 which says that when riding in groups you can ride two abreast and it can be safer to do so. The question was 'Why is it safer to ride two abreast?' The reason given was that with two bicycles side by side following traffic is likely to slow down and not push their way past unsafely in a way that can happen with a single cyclist.

The distance stated in the Highway Code for passing a cyclist is 1.5m at speeds up to 30mph, with a greater distance at higher speeds. However, it was felt that 1.5m was insufficient and that cyclists should be allowed 'wobble room' in case they fall off.

Cyclists have been criticised for not observing red traffic lights, but cars sometimes drive through red lights too. There were anecdotes of being overtaken while waiting at red lights and David said that it was all down to lack of observation. Many drivers only use their eyes and not their other senses, such as sound and smell. Observations are vital and it is important to look far ahead, middle distance, and near, as well as all round and in the mirrors. But it's also

about your interpretation of what is happening which can be faulty. He had a mnemonic:

O – Observe

A – Anticipate

P – Plan

David also reminded us of the three main types of hazard: other road users, road conditions and weather.

Robin told us that at the Middlewick House Open Garden event we ran a quiz with 90 responses, of which only 12 were correct. The two questions causing the most problems were the traffic light sequence and the braking distance.

Ray was asked about a formula for remembering braking distance. He commented that the braking distances given in the Highway Code haven't changed in nearly 100 years in spite of the improvements to tyres and brakes.

Overall stopping distance = Thinking distance + Braking distance

Thinking distance in feet	Braking distance in feet	Overall stopping distance in feet
20mph = 20ft	20mph x 1 = 20ft	20mph x 2 = 40ft
30 = 30ft	30 x 1.5 = 45ft	30 x 2.5 = 75ft
40 = 40 ft	40 x 2 = 80 ft	40 x 3 = 120 ft
50 = 50ft etc	50 x 2.5 = 125ft etc	50 x 3.5 = 175ft etc

David mentioned that many people don't know what 80ft, for example, looks like, so it is better to use the 2-second rule, allowing extra space in adverse weather conditions, at least double in wet weather, and up to ten times in icy conditions.

Robin gave a warning to all those living in the Frome and Warminster areas about recent instances of crash-for-cash cases involving rear shunt incidents. The perpetrators are deliberately removing the brake lights from their cars and then braking suddenly so that the following car has not been able to see that they were braking. This is an insurance scam and the police recommend that you have a dashcam fitted so that you can film what is happening in front. The police also ask for help from drivers by appealing for dashcam footage when there has been an incident.

It was pointed out that a dashcam will register your own speed, but this can be

switched off. The speed shown on a satnav was also mentioned and it is unreliable so don't trust it. This is because GPS technology is not accurate enough.

Other topics which were touched on included:

A warning about vehicles being cloned and offences being done by one driver being attributed to an innocent owner. This can take months to sort out.

Also, don't renew your insurance automatically but shop around and challenge your quote.

Driving at night was mentioned and it is very common for drivers to overdrive their headlights, especially when dipped. As drivers get older their eyesight changes so that it is harder to drive in the dark and many drivers don't like doing it.

You are much more likely to kill or seriously injure a child or pedestrian when driving at 30mph rather than 20mph.

David concluded by recommending that we read the new edition of Roadcraft.

After the Q&A session more refreshments were offered, and everybody stayed for a good chat. Many thanks to the panel and all those who attended for the interesting discussion.

General Data Protection Regulation

Information for SWAM Members

GDPR Contract Statement

SWAM is required, under GDPR regulations, to notify members each year of our contract with you regarding the data we hold about you and the way in which it may be used. Please read the following statement carefully.

Somerset and Wiltshire Advanced Motorists (SWAM) would like to thank you for being a member of the group. As part of your membership contract with us, we may contact you with information on training, committee matters, social events or group drives together with newsletters/magazines relating to the group and road safety.

Photographs, videos and written updates of SWAM events such as training, committee matters, social events or group drives, at which you may be in attendance or referred to, may also be published on social media sites such as Facebook, Twitter, etc., in the group newsletter (*Forward*), on group related websites or in the press.

SWAM may also share your information with IAM RoadSmart in order to administer membership activities.

Option to withdraw from the above.

You have a right to withdraw from receiving or participating in any of the above by contacting SWAM.

If you do not wish to receive information on training, committee, and social events, together with newsletters/magazines relating to the group and road safety, or if you do not wish to appear in or be referred to in or on any group social media sites such as Facebook, Twitter etc, in the group newsletter, on group related websites or in the press, please contact the membership secretary, Peter Huntington, either by email (membership@swam-iam.org.uk) or by post to: 17 Regents Field, Trossachs Drive, Bath, BA2 6RP. In addition to your full name, please give your IAMRS membership number.

Profile of Lindsay Flower — Acting Chair of SWAM



Who Am I

I'm Lindsay and I'm not giving my age!

Born in London (within the sound of Bow Bells), my first degree is in Physiotherapy and my Masters is in Business and Management Studies.

My Role as Acting Chair

Since John's retirement, I am Acting Chair, but will not be moving into this post. I am going to take this opportunity of asking you all to be open minded if you are asked to help the Committee. We are a small team: many hands make light work

I recently managed to have a Zoom with the new Chair of the IAM, Antony Kildare. I was filled with optimism after our discussion: I am sure he is the right man for the job. If we all love Advanced Driving then we need to get behind

him as individuals and as a group. The world is changing, both post pandemic and as the result of increasing access to information. The organisation has to change and we all have a part to play if there is to be an IAM in the future.

How did I get involved with the IAM

My father was a keen IAM member and an Observer. He told me that I would enjoy Advanced Motoring and, as with most things, Dad was correct! I took my advanced test In Hertfordshire and my Masters in Dorset courtesy of Shaun. Like most Observers, I love helping Associates achieve their driving potentials.

What car do I drive

I am happy to drive anything I can get my hands on. I have an Audi TT and an older Toyota Urban Cruiser, both of which have manual gearboxes. My husband and I share a BMW X3 auto and our new hybrid is apparently being built this week... but we are not holding our breaths...

Profile of David Major — Chief Observer and Associates Co-ordinator



Who am I

I am 70 years old, married 47 years to my wife Sandra, we have two sons, two daughters-in-law and five grandchildren.

My Role as Chief Observer and Associate Co-Ordinator is:-

to train Observers to a high standard, to support Observers and Associates at all times, and to welcome new Associates to the group;

to allocate Associates to Observers, to uphold the aims of IAM RoadSmart and SWAM;

to keep records for the IAM and the group.

Where do I live.

I live in Warminster.

How did I get involved with the IAM

I signed up for the course to become a better and safer driver and have been a member for 27 years. In this time I have become a National Observer, IAM Examiner and passed my Masters and have become a Masters mentor.

What car do I drive

BMW series three sports and Honda S2000

Competition Corner



Following on from the event at Middlewick, we have another competition for you:

It was a wet start to Sunday morning at Middlewick and the organisers clearly wanted to protect the valuable cars on show – but what is that car under the cover?

You will find the answer on page 19, with a picture of the car taken later in the day.

Result of the Caption Competition in the last issue of *Forward*

The winner of the caption competition in the last issue of *Forward* is Valerie Bearne with the following caption:

‘Andy is saying “This is how you do the hokey-cokey – in, out, in, out...”’

We will be sending Valerie a Book Token as her prize.



Welcome and Congratulations

We Welcome New Associates

Damian Amendra	[<i>Observer:</i> Paul Moignard]
Anthony Galley	[<i>Observer:</i> Jeff Vincent]
Gerald Huxtable	[<i>Observer:</i> Val Czerny]
Naomi Pui Man Kwan	[<i>Observer:</i> Peter Huntington]
Derek Livsey	[<i>Observer:</i> Ray Robbetts]
Elliette Noad	[<i>Observer:</i> Paul Pywell]
Louise Piper	[<i>Observer:</i> John Blakeley]
Anne Pyne	[<i>Observer:</i> Lindsay Flower]
Mark Stamper	[<i>Observer:</i> John Morley]
Martyn Whalley	[<i>Observer:</i> David Major]

We Congratulate

IAMRS Test Pass

John Fitzgerald	observed by David Major
Robert Kelly*	observed by Alistair Andrews
David Norman	observed by Harry Lawrence
Mark Stamper	observed by John Morley

*FIRST pass

Special congratulations to Mark Stamper for appearing in both lists!

Membership fees and Gift Aid

Membership Fees

The annual membership fee for SWAM is £12, or £15 for two members at the same address, due at the beginning of January. If you pay by Standing Order, you don't have to do anything. If you pay by BACS or cheque you will need to pay in January and if we do not receive your payment by the middle of the month, Peter Huntington (Membership Secretary) will send you a reminder.

Gift Aid *giftaid it*

Because we are a registered charity, we are able to augment donations using Gift Aid. This means that for every pound you pay, provided you are a taxpayer and sign up to Gift Aid, Somerset & Wiltshire Advanced Motorists will receive an extra 25p from HM Revenue & Customs.

Subscriptions qualify as donations, which means that your £12 can be turned into £15, so long as it is made through Gift Aid, thereby generating extra funds for the Group and it won't cost you anything. We are therefore asking all members to sign up to Gift Aid if they are able to.

Many of you have sent us forms and we are very grateful for that. If you are a new member and haven't returned a form but are able to sign up to Gift Aid, please ask Clare Hogg (Treasurer) for the form. It is also necessary to remind members that if for any reason they are not able to claim Gift Aid after having signed a form, they **must** tell the Treasurer. The form which you have signed permits the claiming of Gift Aid until you notify the Treasurer otherwise. This can often happen when members change jobs or retire. It can be a permanent or temporary change, depending on circumstances, but it is your responsibility to tell us so that we can make the necessary change to our records. If you are unsure if you have sent us a form, please contact Clare. Contact details are on page 2.

Future Meetings and Events

Your committee has been working very hard to arrange meetings and events which will be of interest to as wide a range of members as we can, and available on different days of the week and in different venues. SWAM covers a large geographical area and whilst Beckington is in the centre of our area, it is still a long way for some members to go for meetings. We are therefore going to

arrange meetings in different places and at different times of day and on different days of the week. In this way we hope to attract as many as possible to what we have to offer.

The ideas we are considering will give us a programme whereby our events are organised along the following lines:

Six meetings and events held in venues including Beckington, Bath and somewhere in the east of our region, or on Zoom. These will include the AGM held in Beckington. They may involve a visiting speaker, a Question & Answer session, a 3-in-car event, or something else. Some events may be organised in the day-time if that suits members.

Two meetings for Observers. These will be training meetings for Observers but open to all members to attend. Hopefully, they might attract some members to consider becoming Observers.

Two meetings for Associates. Associates in training at the time will be expected to attend these meetings, but they will be open to everybody and will be a welcome reminder for us all of the principles of advanced driving. Associates are also encouraged to attend the other meetings to learn more about advanced driving.

One or more visit, for example to the Skid Pan or a museum such as Haynes Motor Museum.



3-in-a-car meetings may be organised in addition at weekends.

There will be no meetings in August and December.

If you have any views on which day of the week suits you best, or what time of day, or what venue, please let us know. Please contact the Secretary, Rosemary Tandy, at secretary@swam-iam-org.uk. Also, if you have any ideas about possible speakers or places to visit, please tell us.

We want our meetings and events to be ones that you, our members, want to attend, and unless we know what you want, that is hard to do. Please help us!

We know that some members can only attend meetings on Zoom and we are investigating the possibility of having some 'meetings in person' also available on Zoom. At the moment, we don't have the capability to do this, but if you think you could help us, please let us know.

What's all the fuss about? by Paul Pywell

There has been a lot of talk about the new Highway Code in the press and on social media and Paul Pywell gives an insight into how we should regard what we read in these media. Here is his article.

The Highway Code is probably the most significant document in the public domain regarding the safety and regulation of all road users. Just how many people read it and how often? The answer to both these questions is almost certainly 'not enough'. This comes as no surprise. It is, after all, hardly a riveting bedtime read for anyone except, perhaps, an insomniac (for whom it could be a cure). As time goes by it has grown. My 1993 edition, which I used to revise for my IAM test in 1996, has 242 rules and 76 pages. The latest (2022) edition has 307 rules and 166 pages.

Most people don't read the Highway Code until they start to learn to drive at, say, 17. By this time many have been pedestrians and/or cyclists, the most vulnerable road users, for several years. In most cases I suspect that the Highway Code only ever gets picked up again if one decides to go for further/advanced training.

Does this matter? After all we are all online with social media and news sites that will keep us updated (reader, please note that my tongue is firmly in my cheek at this point). The simple truth is that many people, even some quite intelligent ones, rely more heavily than they should on such sources. Response to the latest Highway Code illustrates this. Information about upcoming changes were in the press and media for several months before the hard copy book became available in April 2022. The resulting online comments and discussions were entertaining but very worrying.

There is neither time nor space to go into all the changes over the past few editions, however it is worth looking at the most publicised change – the Hierarchy of Road Users. In my humble opinion this has not much changed the way that any sensible, properly trained and socially adjusted driver would have been driving anyway.

Let's look at the three rules:

H1. In summary this says that all road users should be considerate and understand their responsibility to reduce the risk they pose to more vulnerable road users. Importantly, after describing the hierarchy from pedestrians as the most vulnerable to heavy lorries as the least vulnerable, it reminds us that this doesn't detract from the responsibility of **ALL** road users to have regard for

their own and other road users' safety.

H2 is a rule for all road users except pedestrians and has I think caused some of the greatest confusion and debate. It says you should (not must) give way to pedestrians waiting to cross a road you are turning into or from. My take on this is that we should let waiting pedestrians cross but that the safety of all road users affected (the pedestrian, you, following traffic etc) should be the higher priority. The rule about pedestrians already crossing having priority (rule 172) is unchanged. So why the furore? Pedestrians who haven't read the Code but have read social media may now have the impression that they have an absolute priority to cross, thus putting themselves at greater risk. By the way, this edition still contains the Green Cross Code which tells pedestrians to find a safe place to cross and to let approaching traffic pass. Confusing, huh?

Rule H3, which applies to drivers of motorised vehicles, essentially tells us to allow room for cyclists and horse riders to manoeuvre, given that their road positioning may be different from the rest of us for all sorts of reasons. As advanced drivers weren't we doing that anyway? Is it not a reasonable reminder of common courtesy?

These 'new rules' have resulted in a lot of ranting on social media, often as a result of very poor and sensationalist reporting. The aspect that has created the greatest amount of conflict would appear to be anything related to cyclists. Most of the rules directed at cyclists appear to me to be common sense. The Code has always said that when overtaking vulnerable road users you should always allow as much space as when overtaking a car, in fact the illustration accompanying rule 163 shows a car on the offside of the road while overtaking a cyclist (exactly what I recommend to Associates).

The new edition has tried to clarify this by giving minimum distances (1.5m passing a cyclist at up to 30mph; slow down to 10mph and keep at least two metres from horse riders and horse drawn carriages).



These measures should be absolute minimum distances, ideally more should be allowed. There is, I think, a flaw in stating dimensions for gaps. If the measures taken during the pandemic taught us anything, it is that the average person cannot get close to estimating two metres even at a standstill or walking pace!

I had forgotten the role previously performed by TV in helping to promote road

safety measures (remember ‘Clunk – click’, the various campaigns around what we used to call kerb drill but has been replaced by the Green Cross Code, and ‘It takes a fool to break the 2 second rule’).

There seems to be a dearth of such campaigns with reliance for public information being in the press (which is often inaccurate and seeks the sensational headlines) and on social media, with the resulting storm of ill-informed comment which will influence opinions and attitudes.



The point I would make to everyone is that they should read the new edition of the Highway Code and make up their own minds whether the rants on social media are justified. Hopefully adopting the new rules won't make a lot of difference to your driving, particularly if you are an advanced driver, but being aware of the shouty views on social media will at least make you aware of what some other road users think and be prepared accordingly. It will be harder to change the attitudes of the ill-informed than to adjust our behaviour to keep us all safe.

IAMSAFE (Are You?) by Paul Pywell

Driving is probably one of the most demanding things we do. It requires us to be alert, to maintain concentration throughout, and to stay calm, despite the actions of our fellow road users. We all know, and are reminded in all our documentation, that the vehicle must be checked to ensure its readiness for the road. The IAM course manual refers to the human factors involved and includes fitness to drive. We Observers will emphasise the importance of POWDER vehicle checks. How often, though, do we talk about the driver's fitness, apart from eyesight checks? The driver is key in the safety equation – remember the old joke about the most dangerous component in the car is the nut behind the steering wheel!

Roadcraft – the advanced driving Bible – has a very simple check list Appendix. The acronym for this list should be very easy for us IAM Roadsmart members to remember – IAMSAFE.

What does it mean?

I – Illness. Ask whether you have any ailment that may affect your ability to drive. It could be something that requires treatment or may, in some cases be as straightforward as the common cold, or man flu as I think of it! Only you can make this assessment. If you're not fully fit then please leave the car at home.

If you're just a bit under the weather remember to adapt your drive to take account of slower reactions;

A – Attitude. How do you feel about this drive? Are you mentally prepared for it? We can all be stressed about certain drives – whether it's a test or just picking up children/grandchildren from school. In any event consider how this may affect your driving and make the necessary allowances;

M – Medication. Are you taking any medication that may affect your driving? Check the labels for side effects such as drowsiness. If in doubt check with the pharmacist, and if still in doubt don't drive;

S – Sleep. Are you properly rested; are you feeling tired? Reconsider this throughout a longer drive and stop for a rest as necessary;

A – Alcohol. Pretty self-explanatory, we all know the dangers and legality of drink driving;

F – Food. Are you hungry or thirsty? Blood sugar levels and hydration will affect your driving; again keep under review throughout the journey. Be particularly careful about dehydration, especially on hot days, as this can creep up on you with fewer obvious warning signs than hunger.

E – Emotion. Are you depressed or angry – have you just had a row with your partner, child or friend. Have you received distressing news or messages. Take time to settle down before starting the car.

I suspect most of us will go through these self-checks, even if subconsciously, but the checklist is a worthwhile addition to our road safety toolkit, and will help us to be as disciplined about our own condition as POWDER checks do for the car.

Stay safe – remember IAMSAFE.

[Answer to Competition \(page 12\)](#)



The car is a 1955 Jaguar D-Type

Editor's Corner

This is a new addition to *Forward*, born out of a desire to share some of my thoughts while I am out driving. Sometimes things irritate or annoy me, or something happens which I want to warn other people about, and this seems an opportunity to do so. These are a couple which have been occurring to me recently.

Indicating

It irritates me intensely when drivers don't indicate, for example at roundabouts, when, as a pedestrian or as a driver, I would benefit from knowing what they were planning to do. Many drivers only start indicating when they have nearly finished their manoeuvre. How often have you stood waiting to cross a road not sure whether an approaching car is going to turn off before it reaches you? Or, as a driver, you approach a roundabout and wait for an approaching car to pass you and then find it is turning left before it reaches you? We are advised as advanced drivers not to indicate unless other road users will benefit, but many drivers don't seem to consider pedestrians as other road users. I know that the vast majority of other drivers are not advanced drivers, but if they get the idea that signalling is optional, maybe that is a bad idea. Sections 103 and 104 in the Highway Code give the official advice.

Silent electric cars

A friend of mine recently told me how she had nearly been run over in a car park by an electric car which she hadn't been able to hear. This reminded me that we have to be extra careful these days on the roads and not rely solely on hearing to know if a car is coming up behind us. I was under the impression that slow moving electric cars had to make a noise of some sort to alert other road users to their presence and since 2019 in the UK this is meant to be the case. The speed below which the noise must be made is only 12mph which isn't very fast. At higher speeds tyre noise is supposed to be a warning, but I'm not sure that tyres make that much noise at 13mph! The drivers of electric cars should be extra careful around pedestrians, and as drivers of ordinary cars it is worth thinking about how deaf people can't hear you.

If you have any issues you would like to air with members, or questions you want to ask, please send them to me, Clare Hogg (contact details on page 2).

PLEASE NOTE

The views expressed in this Newsletter are those of the authors and are not necessarily shared by the Committee of Somerset & Wiltshire Advanced Motorists, nor by IAM RoadSmart.

Due acknowledgement is made whenever material is taken from other sources.

SWAM keeps names and addresses of members on computer to assist in group administration. This information will not be passed outside IAM RoadSmart.

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