

# e-NEWSLETTER

**iAM**  
RoadSmart

## WESSEX ADVANCED MOTORISTS



[www.wessexam.uk](http://www.wessexam.uk)

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# WESSEX ADVANCED MOTORISTS

# e-NEWSLETTER

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Any comments or opinions expressed in this e-Newsletter are those of the contributors and not necessarily of the Institute of Advanced Motorists Ltd., Editor or Committee. Please send any items for consideration to be included in the next e-Newsletter to David Walton, our Editor (details on the back page). Items will be published ASAP.

#### **GENERAL DATA PROTECTION REGULATION**

Members' details, i.e. names, addresses and telephone numbers, are kept on computer to assist group administration. This information will not be passed outside the IAM. WAM may from time to time publish photographs taken at group events in this newsletter and on the website or display them at publicity events. If you do not wish to have your photo taken or published by WAM, please contact the Editor in writing (contact details on the back page).

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# Chairman's Corner



*During Andrew's convalescence, Mark Stephenson, our Vice-Chairman has stepped in with this contribution: Ed.*

At some point Barry stepped back in the line virtually and I took a virtual step forward to become the Group's Vice-Chairman; for those who don't know me, I'm Mark Stephenson and I have been an Advanced Driver since 2017.

My day job involves a fair amount of driving, covering typically 12,000 to 15,000 miles a year, as an Estates Manager for one of the larger quarrying companies. So, with a fair time spent on the road, I was keen to improve my driving skills to become a safer driver.

My observer was Barry as I set out as an Associate, and it was clear from the start of course that I was going to be challenged, and thanks to those informative sessions I passed with a F1RST. Thanks Barry!



**By Mark Stephenson**





Having undertaken the path from Associate to an Advanced Driver in the last four years, I understand the pressures Associates go through trying to balance work, home and driving practice plus the amount of reading and background knowledge required. I would like Associates to know that they can call me to talk through balancing the training and life, if there are issues; the usual one being time!

As I continued to drive high mileage each year, as previously stated 12,000 to 15,000 with work, plus I drive some 10,000 to 12,000 miles a year private mileage, I thought 'what happens next?' How do I keep improving with my Advanced Driving, so I decided to become a Fellow of IAMRS which involves a retest every three years! Thankfully, I passed my retest just before Lockdown 1 in February 2020 with a F1RST.

I, as with many others, was furloughed in March/April 2020 and I wasn't driving! This was a huge change to me, however I volunteered to deliver prescriptions to those Shielding in Wellington and the surrounding villages, I was driving again! I drove through Lockdown 1

which is an experience I will never forget, of open roads and no traffic hold ups, the comradery of other volunteers and delivery drivers on the roads was unbelievable, it made driving a real joy. Have enjoyed driving akin to the 1950s, I was back to work in September 2020, driving in the equivalent of the 1980s, then Lockdown 2; the driving was more challenging and levels of concentration were higher, as the speed of travel was much higher by some road users! I have worked through the 2021 Lockdown travelling further afield as my work required, again quiet motorways and shorter journey times with no hold ups, making driving enjoyable. I have continued to volunteer to deliver prescriptions, using my driving skills in the tight roads filled with parked cars of Wellington and the interesting lanes of the Blackdown Hills.

As to what I drive; my daily drive is a Hyundai Tuscon 2 litre diesel auto with a 48v Mild Hybrid electric drive producing a combined 185hp put down to the road via a 4x4 HTRAC system, on a good run I can obtain upper forties to the gallon but on average 38mpg. A





very practical car for my work and lifestyle, it's a car I look forward to driving. I additionally have a weekend and high days car in the shape of a BMW Z3 1.9 M44 140hp roadster, which is 23 years old; it has a few safety features, but it's basic compared with the Hyundai Tuscon. The Z3 is a great car to explore the lanes and back roads of Somerset and occasionally I go into Devon!

My stable!



# THE COMMITTEE



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

|                                |                  |  |
|--------------------------------|------------------|--|
| Chairman                       | Andrew Griffiths | <a href="mailto:chair@wessexam.uk">chair@wessexam.uk</a>             |
| Vice Chairman                  | Mark Stephenson  | <a href="mailto:cmms@wessexam.uk">cmms@wessexam.uk</a>               |
| Events Coordinator             | Barry Keenan     | <a href="mailto:events@wessexam.uk">events@wessexam.uk</a>           |
| Secretary/Membership Secretary | David Walton     | <a href="mailto:secretary@wessexam.uk">secretary@wessexam.uk</a>     |
| Treasurer                      | Isobel Jennings  | <a href="mailto:treasurer@wessexam.uk">treasurer@wessexam.uk</a>     |
| Associate Coordinator          | Pauline Wills    | <a href="mailto:coordinator@wessexam.uk">coordinator@wessexam.uk</a> |
| Support Officer                | Michael Wotton   | <a href="mailto:cmmw@wessexam.uk">cmmw@wessexam.uk</a>               |
| Chief Observer/Masters Mentor  | Andrew Griffiths | <a href="mailto:chair@wessexam.uk">chair@wessexam.uk</a>             |
| Newsletter Editor/Webmaster    | David Walton     | <a href="mailto:ed@wessexam.uk">ed@wessexam.uk</a>                   |



# GROUP OBSERVERS



|                                      |                    |
|--------------------------------------|--------------------|
| Chief Observer, Masters Mentor & LOA | Andrew Griffiths   |
| National Observer & LOA              | Barry Keenan       |
| National Observer                    | Delphine West-King |
| Local Observer                       | Brian Dodd         |
| Local Observer                       | Andrew Hepworth    |
| Local Observer                       | Isobel Jennings    |
| Local Observer                       | Ted Parks          |
| Local Observer                       | Guy Tucker         |
| Local Observer                       | David Walton       |

Group observers must be fully paid up Wessex Group AND National IAM members at ALL times to carry out your vital observer roles.

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

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

Nick Tapp 07900 900678 [niktapp@hotmail.co.uk](mailto:niktapp@hotmail.co.uk)

Graham Tuffey 07916 137915 [www.passwithgraham.co.uk](http://www.passwithgraham.co.uk)

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM and WAM full member driving instructors wish to be on the above list, contact the newsletter editor. (NB: You MUST remain *full* IAM and WAM members at all times.)



# COORDINATOR'S REPORT



The content of my report for this edition of the newsletter has been prompted by the recent IAM announcement that the return to car on-road training across the UK began on 12<sup>th</sup> April. I must say that I think this message is misleading. A copy of the 'COVID-19 Proposed Roadmap: IAM RoadSmart activity advice for England' taken from the IAM website is shown on the following page. It clarifies the announcement by stating that there will be no observing with Associates on 12<sup>th</sup> April. In fact, even car sharing for peer reviews is contrary to Government guidelines.

Restrictions on travelling within England from 12<sup>th</sup> April remain. (1) You should continue to minimise the amount you travel where possible. (2) This means you should avoid making unnecessary trips. (3) If you need to travel you must not share a car with anyone from outside your household or your support bubble unless your journey is made for an exempt reason. (4) You must follow the social contact rules when travelling in private vehicles.



**by Pauline Wills**





17<sup>th</sup> May is the earliest date for step three of the Government roadmap to begin. Here is an extract from the Government guidance on safer travel for passengers in England stating what changed on 17<sup>th</sup> May 2021.

“If you are going to travel, plan ahead and travel safely. This means you should:

- walk or cycle if possible
- where possible only car share with members of your own household or support bubble

Help keep yourself and other passengers safe by taking the following precautions:

- maintain social distancing
- minimise the time spent close to other people where possible

Social distancing requirements continue to apply. Where possible when travelling you should stay 2 metres apart from people you do not live with or who are not part of your support bubble.

Face coverings are not a substitute for maintaining social distancing and good hand hygiene.

You should follow this guidance even if you have been vaccinated as you could still spread COVID-19 to others.”

My conclusion: It is possible to avoid observed drives. Enough said!

Regardless of the changes, this is an appropriate time to outline the current framework surrounding observed drives. Elsewhere in this newsletter you will find two articles written by Barry Keenen which do exactly that. The first is entitled ‘What is a Local Observer, a National Observer and a Local Observer Assessor’ and the second ‘Why Associate Drives Will Not Be Restarting For The Foreseeable Future’. He clearly explains the challenges faced not only by our group but also by all other car groups throughout the country.

In order to keep Associates and Observers as safe as possible, WAM policy is that observed drives will not take place until it is achievable to comply with Government guidelines on travelling in private cars AND the alert level in England has fallen to 1.

I know this is a frustrating time for all Associates keen to start or re-start the ADC. You have my contact details so please get in touch if you have any queries about your course.





# ENGLAND – Issue date 01/03/21 (note all dates subject to change)

## COVID-19 Proposed Roadmap: IAM RoadSmart activity advice

| DATES (not before)                       | 29 <sup>th</sup> MARCH 2021   | 12 <sup>th</sup> APRIL 2021   | 17 <sup>th</sup> MAY 2021  | 21 <sup>st</sup> JUNE 2021 |
|--|---|---|--|----------------------------|
| <b>Rules on mixing</b>                   | Stay at home order lifted<br><br>Rule of 6 or 2 households mixing in outdoor settings only. No indoor mixing of households. | Rule of 6 or 2 households mixing in outdoor settings only.<br><br>No indoor mixing of households.                   | Rule of 6 or 2 households in indoor settings (under constant review)<br><br>30 person meeting limit but outdoors only.               | All restrictions lifted.   |
| <b>Travel</b>                            | Minimise travel.<br><br>You can leave home for exercise and recreation.   | Minimise travel.<br><br>You can leave home for exercise and recreation.<br><br>DVSA instruction & testing restarts. | Minimise travel restriction lifted.<br><br>Domestic travel only.<br><br>No international travel before this date (subject to review) | All restrictions lifted.   |
| <b>Shopping &amp; retail</b>             | Non-essential retail remains closed. Take away service only. Hotels remain closed.  | All retail open.<br>Hotels remain closed.   | No overnight stays restriction lifted. Hotels and all retail now open.   | All retail open.           |
| <b>IAM RoadSmart Motorcycle activity</b> | <b>Peer reviews – no observing with associates. With all parties in agreement, minimising travel as advised</b>             | <b>YES</b><br><br><b>With all parties in agreement, minimising travel as advised</b>                                | <b>YES</b><br><br><b>With mutual agreement</b>   | <b>YES</b>                 |
| <b>IAM RoadSmart Car activity</b>        | <b>NO</b><br><br><b>No indoor mixing of households allowed</b>  | <b>Peer reviews – no observing with associates. With all parties in agreement, minimising travel as advised</b>     | <b>YES</b><br><br><b>With mutual agreement</b>   | <b>YES</b>                 |

Government guidance can be found here – [COVID-19 Response - Spring 2021 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/covid-19-response-spring-2021)

To read the latest IAM RoadSmart COVID-19 Restart Guidance, log into the members' dashboard at [iamroadsmart.com](https://iamroadsmart.com)



# Events Corner



Hello one and all. As I sit here in my study looking out over the field at the back of my house the sun is shining and there's not a cloud in the sky. So why on earth am I in here typing when I should be outside taking in the sun you ask? I'd like to claim it's my dedication to the cause, but the more honest answer is that David has mentioned to me 'deadlines'.

You may have seen on the WAM Homepage [www.iamroadsmart.com/groups/wessexam/](http://www.iamroadsmart.com/groups/wessexam/) that all coaching and courses remain suspended for the foreseeable future. However, on a happier note, we are looking at holding a few Member's Evening events in the next few months as a way of 'opening-up' as we try to get back to a more 'normal' routine.

Due to time constraints of continuing regulations there'll only be 4 'Member's Evening' events this year all of them at Hatch Beauchamp Village Hall.



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





We kick off with our annual Car Skills Night on Wednesday 21<sup>st</sup> July which we'll hold on the Village Hall car park. This is a member's only event so, as you'd expect, there's no entry fee.

As previously there will be 6 challenges each supervised by one of our group Observers. Each driver will carry their own individual score sheet and will be marked for each manoeuvre they complete with the final scores tallied up at the end. Overall highest score wins the Camelot Cup. The last winner of the cup was our then President, Brian Howe who got round in a very timely manner and scored the maximum possible points. Very well done him. This year the field is open again and the challenge is set; see if you can do better than Brian and take the cup for yourself.

As you can imagine, we're planning on making the event as socially distanced as possible and, depending on how Government Regulations stand at that time, the night may be subject to change and possible cancellation at short notice. Watch this space.

As per usual there will be no Member's Evening held in August when we assume you'll be making the most of the August weather and holiday season and, if regulations permit, will be away on your much delayed holidays.

Our 2<sup>nd</sup> event of the year will be on Wednesday 15<sup>th</sup> September. This will be a short informal 'coffee and biscuits' affair. I haven't arranged a guest speaker because this is just a social get together to see how everybody is and to just have the chance to chat to old friends.

Wednesday 20<sup>th</sup> October is the night for our AGM. As usual this will be held in the Village Hall. Look out for the Agenda and voting papers etc. landing on your door mat sometime in August.

So far that's it from us but while we are short on events this year, I do have two outside events to tell you about. The first is the Ilminster Classic Vehicle show scheduled for Sunday 27<sup>th</sup> June 2021 at the Recreation





Ground, Canal Way, Ilminster. Check out their registration website at

<https://ilminsterexperience.co.uk/imex/sunday/classic-car-show/entry-form-2/>

The second is the ever-popular West Somerset Railway Association annual Steam & Vintage Vehicle Rally at Norton Fitzwarren on Saturday & Sunday 7<sup>th</sup> & 8<sup>th</sup> August 2021.

As you'd expect WAM's planned events and both of the Vintage Rallies will only be possible if the lockdown restrictions are lifted in accordance with the Government's published plan, and no new problems occur.

In other words, any or all these events could be cancelled or postponed with very short notice. I hope not but we have to be realistic.

So short and sweet, but that's it for Events. As I say, just a few to wet your whistle with the firm hope that life will return to its pre-Covid restrictions soon allowing us to organise a fuller calendar of events for next year.

]]

In the meantime, I read recently how to predict weather by looking at the clouds. I tried it. It seemed to work.

Stand with your back to the wind and look up at the clouds. If they're moving overhead directly away from you or directly towards you, or they're stationary, then the weather's going to stay broadly the same.

If they're moving from left to right, it's going to get worse.

If they're moving right to left, it's going to improve. So,

Right to left = better

Left to right = worse

Straight down the middle = stays the same

Remember, this only works if you have your back to the wind. Obviously if you go on holiday to the Southern hemisphere then reverse it!





## February 2021, Quiz Answers

- |                    |                      |
|--------------------|----------------------|
| 1 Canada           | 11 Camila Cabello    |
| 2 Hilary Mantel    | 12 Wind Strength     |
| 3 Don Bradman      | 13 Rio de Janeiro    |
| 4 The Weeknd       | 14 Guglielmo Marconi |
| 5 Harley Quinn     | 15 Josh Widdecombe   |
| 6 Ragnar Klavan    | 16 Hat or bonnet     |
| 7 London           | 17 Kilo              |
| 8 Ban Ki-moon      | 18 Kenny Rogers      |
| 9 Structure of DNA | 19 Caterpillar       |
| 10 St. Elmo's Fire | 20 Elizabeth I       |

## Barry's May Quiz

I'll publish the answers in the August Newsletter but if you'd like them beforehand drop me a line at [events@wessexam.uk](mailto:events@wessexam.uk) and I'll let you have them.

- 1 Which English club won the FA Cup in 2014 and 2015?
- 2 Which British band released the album 'A Rush of Blood to the Head' in 2002?
- 3 Which western astrological sign is represented by the twins Castor and Pollux?
- 4 Which Tolstoy novel begins "All happy families are alike; each unhappy family is unhappy in its own way."?
- 5 The buddy comedy 'Planes, Trains and Automobiles' stars John Candy and which other American comic actor?
- 6 What type of vehicle does Robert De Niro drive in the title of a 1976 Martin Scorsese film?
- 7 Which lead singer of the band Culture Club was born George Alan O'Dowd?
- 8 In the Harry Potter book series, which character is described as having a "wild, tangled beard"?
- 9 'Moonshine' was a slang term for which type of beverage?
- 10 The common phrase 'down and out' meaning beaten is taken from which sport?





- 11 Catherine Wheels and Skyrockets are types of what?
- 12 In ballet, which 'A' is a move where the body is supported on one leg with the other leg extended directly behind the body?
- 13 Tedros Adhanom Ghebreyesus became the head of which United Nations agency in 2017?
- 14 Which Conservative MP became 'Leader of the House' in July 2019?
- 15 Which BBC children's show gardens were famously vandalised in 1983?
- 16 'The Chronicles of Narnia' is a children's book series written by which author?
- 17 Sandie Shaw won which European music event in 1967 with 'Puppet on a String'?
- 18 How many minutes after a quarter past nine is ten forty-five?
- 19 'Food Glorious Food' is a song from which British musical?
- 20 In music, which 'O' is the interval between two notes?

As always, thanks for taking the time to read my scribblings. Hopefully, you'll be able to join us at the Car Skills Night in June. In the meantime, stay safe and stay well.

*Barry*

Events Co-ordinator

[events@wessexam.uk](mailto:events@wessexam.uk)

### **Examiners Quotes**

A dream car is so called because it cost twice as much as you dreamed it would.

Many people have trouble with their new cars. The engine will not start and the payments will not stop.

The law gives the right of way to road users on certain occasions but it makes no provision for flowers.

If you aspire to ripe old age, never drive your car while in a rage.

A reckless driver is one who overtakes you on the road in spite of all you can do.





# What is a Local Observer, a National Observer and a Local Observer Assessor?

By Barry Keenan National Observer & Local Observer Assessor

All WAM officials and Observers are unpaid volunteers.

## 1. Local Observers & their qualifications.

Obviously, all Advanced Drivers are passionate about their driving and road safety. Our Observers take this a stage further by helping, mentoring, coaching and advising the new Associates how to raise their driving ability from novice to expert and to a level that meets IAM RoadSmart's Advanced Test standard.

They do this by giving a few hours of their time every week to coach and mentor Associates through practical driving and theory sessions on a variety of rural, urban, town centre and motorway routes around the county.

In order to reach the level of skill and competency necessary to qualify as a Local Observer each Trainee Observer must complete a series of training exercises and pass a series of rigorous formal assessments, set by the Institute of the Motor Industry (IMI),

before taking a driving and theory exam to gain their IMI Local Observer qualification. (LO).

The training is conducted by National Observers. The assessments are conducted by Local Observer Assessors. Once qualified, LOs must requalify with a Local Observer Assessor every 5 years.

## 2. What is a National Observer?

National Observers (NOs) are Local Observers who have taken the next step. The role of the National Observer, aside from conducting the basic Observer role of taking Associates from novice to expert driver ready to take the Advanced Driving test, is three-fold.

- a) To recognise a suitably qualified Advanced Driver from within the group and mentor and coach them along the path to become a Local Observer.
- b) To be responsible for any further training and refresher courses that the LO is required to





undertake, including for their requalification after 5 years.

- b) To function as a 'practice examiner' for an LO's Associate whom the LO considers to be 'test ready'. The NO will 'test' the Associate on a designated route that will mimic the type of route that they will experience on their actual driving test. If the NO feels that the Associate is actually 'test ready' he or she will forward the Associate's details to IAM Support for their driving test. If the NO feels that the Associate is not test ready, they will submit a report to the LO for further coaching on the 'missing' areas of expertise.

The National Observer has to go through a series of higher training exercises and formal assessments set by the IMI. At the end of their training the trainee is assessed by one of the IAM RoadSmart Staff Examiners. Once qualified NOs must requalify with a Staff Examiner every 3 years.

### **3. What is a Local Observer Assessor?**

A Local Observer Assessor (LOA) is a National Observer who has gone through further IMI approved training and qualification in order to be

able to formally assess those trainee Local Observers to the point of qualification. An LOA is, if you will, the 'examiner' at the end of the LO's training. Like NOs, once qualified LOAs are required to requalify with a Staff Examiner every 3 years.

In our group we have 3 National Observers. Andrew Griffiths (Chief Observer) Delphine West King and me, Barry Keenan. Both Andrew and I are also Local Observer Assessors.

### **Restarting Observed Drives for Associates.**

All our Observers are required to maintain their standards and knowledge and to requalify at their set time. However due to the unprecedented havoc caused by Covid-19 all our Observers have been off the road pretty much since January 2020. Certainly, no on-road courses or teaching has been carried out in that time.

With the easing of lockdown restrictions and the possible re-starting of on-road Observing, IAM RoadSmart has decreed that before we can recommence Observing, all Observers, whether Local or National, should carry out some 'Peer Review' drives to ensure that standards are still at IMI qualification level.





# Why Associate Observed Drives Will Not Be Restarting for the Foreseeable Future

By Barry Keenan National Observer & Local Observer Assessor

I know that our Associates whether having partially completed their course or still waiting to start their course will be bitterly disappointed, but I'd like to explain why WAM will not be re-starting Observed drives in the near future.

You'll be no stranger to the news and history surrounding the Global Pandemic that is Covid-19. You'll probably know somebody who has had to 'shield' or 'self-isolate' or perhaps you have had to 'socially isolate or shield' yourself? You'll also appreciate the 'skills fade' associated with any long hiatus in any meaningful driving. It's certainly affected my driving!

Having read the article in this edition '**What is a Local Observer; a National Observer and a Local Observer Assessor?**' you'll know that WAM has three National Observers (NOs) (Andrew Griffiths, Delphine West-King and me) and two Local Observer Assessors. (LOAs) (Andrew and me).

Chronic health problems affect many people and both of our LOAs are no exception. In the last 18 months I have had to 'socially isolate' whilst Andrew has had to 'shield'.

Having read the reports that between 1<sup>st</sup> & 26<sup>th</sup> April there have been 52,984 new cases of Covid-19 reported in England alone, you'll appreciate why I have absolutely no intention of going out with any Observer, Committee Member or Associate until I'm sure that,

- a) Covid-19 is well under control,
- b) car-sharing is legally permitted and
- c) my 'driver' can guarantee that they have thoroughly cleaned & disinfected their car before I even think to step inside.

Believe me, I'm not spending almost 18 months socially isolating away from family and friends only to catch something now!





On a practical level, the group (that means me and Andrew) are required by the IAM to carry out peer reviews on our Observers before we/they can take out any Associates. At the moment neither Andrew or I are well enough nor practised enough to carry out these reviews.

In order to comply with the Peer Review requirement, my intention is to fit in where I can and where regulations allow, several refresher drives around the county on my own to practice my driving and commentary in order to drag my standards back to where they ought to be after such a long time off the road. When I feel I'm ready, I'll contact Shaun Cronin our Area Service Delivery Manager and Staff Examiner to arrange an assessment of my driving. If I pass that assessment, then and only then, will I consider starting peer reviews.

To be honest, I can't see me being 'Assessment ready' until late August/early September at the earliest.

Following his recent hospital admission for surgery, Lord knows when Andrew will be ready.

With the inevitable delay in starting Peer Reviews for our Observers, Pauline Wills, our Associate Coordinator will contact you individually to let you know when your course is likely to start/re-start.

I hope this helps you to understand and appreciate the cause of the delay in re-starting your course for which I am sorry. In the meantime, drive safely and do please have a look at the 'Associate Choices' e-learning modules available at

<https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/associate-choices>

Best wishes,

*Barry*

National Observer & Local Observer Assessor.





# Differences

By Nigel Albright

If you have read the article 'What's It All About?' you will recall that Advanced Driving as a title is meaningless unless it is supported by one word, 'Safety'. In the introduction to the D12 Manual is this statement, what the Americans might call a Mission Statement: 'To the average driver safe means not having had a crash. To the advanced driver safe means not being vulnerable to a crash.'

This means that the progression through training will gradually improve safety and, therefore, reduce vulnerability to crashes. Whilst improved safety via reduced vulnerability is the primary advantage there is, unfortunately, a downside which is that you will be different from other drivers and this can, on occasions, seemingly, put you out of sync with them or the general traffic pattern. The issue, therefore, is how best to blend the two together; how to maintain your level of safety whilst staying in harmony with those around you.

What this actually means is that there are essentially two quite different mindsets. John Miles in his book, 'Expert Driving the Police Way', said that, 'Eighty percent of driving is in the brain'. The mindset determines concentration, awareness, assessment, threat perception, risk analysis and how a driver responds to situations. In turn that can be broken down into two parts: the action you choose to take and then the degree to which that action is applied. One is as important as the other. The other question is to what extent accidents or, as they are now called, 'crashes', are generally avoidable. Certainly, thinking of the police driving instructors I was very fortunate to know; if in any way I had a dunch I could not go to them pleading innocence because I would get that steady patient stare which meant, even before they spoke, 'Well, how did I get into that situation in the first place?' There is no 100% rule but, those chaps





got as close as anyone can, so the key is how far up the scale either can one or, does one, want to go? Because, obviously, the further up the scale one travels the less the vulnerability. In general terms all of us grade somewhere between the standard driving test, what one police driving instructor called 'the entry level of competence for driving on UK roads', and the standard of advanced course police driving instructors I knew. Problem is that basically because of a low bar of understanding most drivers have, for want of a better term, a somewhat fatalistic view that beyond a certain point they would have no control over whether or not they might be involved in a crash and therefore the more so-called safety gizmos they can have around them the better. It also means that they are mostly not motivated to explore the possibilities of the best insurance policy to protect themselves and others who travel with them, be they family, friends or, whoever.

What this also means is that whilst there is the inevitable march of technology towards the fully automated vehicle (FAV) concept in reality this generally works against creating the right

mindset for safety. Just because manufacturers, techno fobs, software developers, academics et al will tag a gizmo 'safety' doesn't mean to say that it actually helps to improve safety. These items principally act in two ways; one as damage limitation devices, such as airbags – personally, I feel it is a misnomer to call items which endeavour to limit injury after the crash has happened 'safety features' – and others which, in my view, essentially protect many drivers from their own stupidity or lack of attentiveness. Whence comes the phrase I once heard that, 'Gizmos are a fools paradise'. From a BBC Radio 4 programme 'All in the Mind', when it was fronted by Dr Antony Claire, I learned that Nottingham University did research which showed that, on a pro-rata basis, the more safety gizmos which are added to vehicles the less drivers tend to concentrate on the job in hand; exactly the reverse direction to which they should be mentally pointing. Some items such as paddle gear changes, whilst keeping both hands on the steering wheel and therefore claiming greater safety are actually, aka racing cars, more about making it quicker and easier to change





gear. But, if you read my article on gear changing you will see the advantages of a rationale for calm, well thought out, and deliberate action. In general terms there is no need in road driving for quick snappy gear changes the ease of which can tend to generate a lack of fore thought. If you are on the open road making progress on a twisty section there may be a case for them but, I would still be quite happy with a standard manual box – it makes you think more and helps keep the brain fit, which is the important bit. I have direct experience of the gizmo induced mindset in a vehicle fitted with auto-braking and cruise control. Auto-braking was set at around 1.5 seconds from the vehicle in front (no thank you very much) and at any suitable opportunity the driver engaged both these devices and you could see a change in mindset accordingly – the driver's brain being proportionately disengaged. It was not a comfortable ride and I did not feel safe. A general exception in the value of safety gizmos would obviously be police pursuit vehicles where driving might be close to 10/10's and at that extreme end any slight technical

advantage could obviously be beneficial. My thoughts are, what would it be like if we got hold of a bunch of every day drivers, isolate them for, say, two to three weeks with no internet, no phones, etc. - just concentration on driving vehicles with no gizmos and make them work at it? Then let's see what their level of vulnerability is like at the end of it and, therefore, that they appreciate just how much control they can have over whether or not they get involved in a crash. In parallel they would almost certainly have broken out of the envelope of believing that the best of safety is probably in as many 'devices' as can be fitted into a vehicle and, much more importantly, understand the importance of taking ownership of their own safety. Not practical perhaps but, nevertheless, interesting hypothetically. I'd lay money on the general outcome. Those who follow my articles will have read about Lord Montague of Beaulieu who in his book, *The Art of Driving a Motor Car*, wrote that (to paraphrase slightly) 'It is your job not the other man's to avoid danger'. Although written in 1906 for your own safety that basic principle is still as true today as it was then.





Average drivers (i.e. mostly those who have done nothing more than the standard driving test) are generally vulnerable, and not infrequently highly vulnerable, mainly because of their lack of awareness; they have low *threat perception*. Mostly they only respond to what happens to fall into their sightline. To get the real clues it is necessary to go hunting\*. In commentary one of two key phrases I use is 'What you can't see can hurt you', meaning you never know where the next horror story is going to come from. My father, in his infinite wisdom back in 1950s said that 'You treat all others on the roads as fools unless proven otherwise', to which, in the naivety of youth I inwardly said, 'Ya, ya, Dad'. I did actually love my father very much. Years later I was talking with a former Royal Naval Commander who said, 'Just seems like good ship sense to me'. Certainly, for your likely longevity, a key element in your mindset should be that you trust no one until they prove they can be trusted. That might seem to be an unduly cynical attitude towards the human race but, if you value your safety that, undoubtedly, is where you need to be. However, there is no need to get panicky about it. In truth I have

never been entirely comfortable with the term *defensive driving*'. I much prefer one which suggests an outward, positive thinking, mindset combined with a heightened awareness. To me the negatively toned, 'defensive' mindset could possibly add more problems than it removes. In commentary I also use the words, 'Looking out for areas of potential conflict in order to avoid them' - the second of my most favoured phrases. If there is an option, I will often choose what might be a more challenging route which also might have a higher number of 'potential conflict situations' in order to practise managing them. Whilst it is always good to keep one's strengths up to the mark one only improves by working on weaknesses and for those one needs to get 'into the fray', as it were. But develop it by stages.

And if the esteemed reader still feels that one is still being unjust to humankind it is important to reflect that most drivers, if spot tested today, would almost certainly fail their standard driving test, which is designed to be the lowest acceptable level of competence for driving on our roads and that whilst the impact (sic!) of crashes on frail humans is always sad, and not



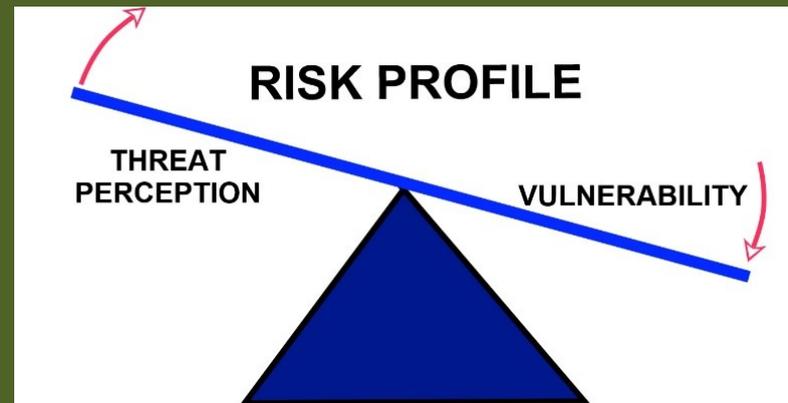


infrequently very sad, perhaps the greater sadness is that, looking at general driving standards, there are so many more waiting to happen. And the simple answer is that we don't want to be there if we can help it. And the answer beyond that is that there is a lot we can do not to be there at a moment of the wrong time in the wrong place. Mainly we just need to be alert and aware, and the best of actions will basically emanate from that. Jim Rohn put it another way, 'Casualness brings casualties'.

Through the training we learn that creating or maintaining space is generally the single most important physical action we can take with a vehicle to reduce vulnerability and enhance safety. 'Space' also gives us buffer zones otherwise called safety bubbles. It gives us time to respond and/or pull up without either hitting the vehicle in front or, through dramatic braking, throwing granny through the windscreen.

The speed element is obviously important and can be related to space, or lack of it. But, speed is primarily a matter of the wrong use for the prevailing conditions. Speed is essentially

neutral; it is primarily a magnifier of errors. Hit the gatepost coming out of a driveway at 5mph and the damage to the vehicle might be slight, whilst that same error of judgement at 50mph could be fatal. The adjustment of both space and speed basically comes down to the level of threat perception. And we know that principally the higher the threat perception the lower the risk profile.



This means for safety there are two basic elements in the management of a vehicle which can differ from the average driver; the choice of the space around and speed, and for best effect the two need to be used together.

The higher awareness of potential threats and one's reaction to them means that there are times when you are going to be travelling





slower than other drivers and they will obviously not understand why you are doing so. On one occasion I was talking with John Trafford who was a senior instructor at Maidstone Police Driving School and went on to be Director of Fleet Training at IAM sharing an office with the then Chief Examiner, Ted Clements. I mentioned to John about Andy Ware's comment that he used to say to his students at Devises (police driving school) 'Whatever the conditions could you pull the vehicle up undramatically?'. The key word is, obviously, 'undramatically'. John said he had a reputation for not stopping at traffic lights. What he practised was if the lights were at red, for example, trying to plan his approach so that the lights had turned to green before he got there. This actually causes less vehicle wear and is principally better for fuel consumption. This reminded me that at Hendon the advanced courses used to practise going from one end of Radlett to the other without using the brakes bar having to stop at zebra crossings and indeed if I am out on an open

road drive, I like to practise minimal use of brakes whilst maintaining a good flow. I also mentioned to John Derek Van Petegem's (Hendon Advanced Wing and Skid Pan) comment that the art of driving is 'knowing when to go slowly'. John said that the then IAM offices were at Chiswick and overlooked a complex road junction. He continued that whenever they heard blues & twos he and Ted Clements invariably went to the window – and here is the really interesting bit, he said you would always tell a Class 1 driver from a Class 2 because the Class 1's were slower. All of this bounced back on me on one occasion when travelling down Taunton High Street into Station Road which involves 4 sets of traffic lights. For me a good average speed in those conditions is one where if the lights changed against me, I might be able to apply John's principle so maintaining a nice steady even flow is the key where most drivers would be shooting up to 30 if possible and then probably jamming on the brakes if the lights turned to red. Having turned into Station Road the blue





lights on an unmarked BMW behind me went on. The very nice lady police officer inquired why I was doing an average of 20mph. In the conversation I mentioned that I knew a police driving instructor who used to practice not stopping at traffic lights but, it didn't tweak her curiosity and we subsequently went our respective ways. I suppose that is what can happen if your driving pattern is not the same as that of the average driver; you can be in danger of being suspected of either drugs or alcohol! However, dare I mention, that if the lady concerned had done an advanced course I would have expected her to be a little more perceptive about the general tone of the driving. At the higher end of advanced work one can often look at a vehicle in the distance and already get a sense of something about that driver. It's not 100% but does often seem to be the case. However, the answer is 'yes', I have been pulled by the police for speed!

Another application of 'flow' is in a slow-moving line of traffic which tends to stop and start. Selecting first gear and keeping well back will often enable you to keep moving when others are repeatedly accelerating and then almost immediately hitting the brakes again.

In rush hours and congested traffic situations humans often seem to have an inverted sense of logic. Instead of being more patient and ensuring they leave space, they become impatient, impetuous, even more selfish, trying (and often succeeding) in diving into impossible gaps. Wrapped in tin boxes with anonymity, often nowadays aided and abetted by dark windows, means they can behave in ways for which, in a normal social environment, they would be ostracised. How different it might be if everyone had to have their name and telephone number writ large on each side of their vehicles. It was the former World Champion F1 driver, Graham Hill, who





said that if you want to improve safety on the roads all vehicles should be topless. Either way people would be identifiable and, as such, would generally feel more accountable for their behaviour. Even people walking urgently down a congested street don't behave the way many drivers do. Perhaps we should call it the J&H syndrome after the notorious Dr Jekyll and Mr Hyde.

This problem of how to keep to behaviour which maintains our safety whilst simultaneously, or as much as possible, maintaining harmony with the general traffic pattern is not always easy and, indeed, sometimes not possible. Certainly, there may be times when we are forced into less safe and more uncomfortable situations. The only thing we can do there is maybe reduce speed more to give us more time to react if the unexpected should occur and make doubly sure that we maintain high awareness of potential threats and where they are most likely to come from, remembering that what you can't see can hurt you.

For safety, your principal asset is, obviously, your mind because all assessments, interpretations and actions spring from that but, in what you do space and time are your main safeguards. Quite literally you lose them at your peril. For that you have to accept that you will be thinking and acting differently; that just comes with the territory. The more you can maintain your mindset and for safety the chosen amount of space and the speed you feel is needed at any time the more you protect yourself from the unforeseen which catches so many other out. Michaelangelo wrote: *'The greatest danger for most of us is not that our aim is too high and we miss it but, that it is too low and we reach it'*, and he should know.

\* Reflecting on the responsibility for getting information, a report by the Government Intelligence and Security Committee (ISC) in July 2020 regarding our security services and Soviet (cyber) intrusion is interesting because it critically said that (to paraphrase), 'You may not have seen any evidence but, you did not search to see if it was there.

<https://www.gov.uk/government/publications/government-response-to-intelligence-and-security-committee-russia-report>





# Behind every successful Advanced Driver...

By Andy Poulton

WHO IS BEHIND YOU?

## CHECK YOUR MIRRORS THEN!

It is in the INFORMATION phase of the SYSTEM which runs throughout all the other phases. This does not mean just 1 mirror check to cover all these PHASES. It means between and before every phase. So up to 5 or MORE.

So, WHO WAS behind me that prompted this?

*Anecdotal evidence*

Firstly: -

It was an err 'BOY RACER' in an old banger of a car. [Possibly even badly serviced or faulty brakes] Drinking out of a can bending down to change his Media or send a Text, and as he kept disappearing below the dashboard from time to time, possibly even to change his SOCKS.

Secondly: -

A pickup truck following too close with a 3-meter-high pile of old tyres teetering around

with every movement of the truck when it changed speed or direction.

Thirdly: -

A large radiator grill with OVLOV written on it was all I could see.

[Think about it]

## NOW KEEP IT CLEAN AND WELL ADJUSTED?

Having got you looking at, it we need to make sure it is clean clear and unobstructed. Beware of 'fingering' it and leaving marks. Remove the film of dirt, traffic film and cobwebs [oh yes seen plenty of them]. Remove all the internal stickers. You know the sort.

*This car was purchased new at a ridiculous price from a nice ford garage in Nempnett Thrubwell over 10 years ago.*

or

*I can afford to be a National Trust life member*

Sorry went off on one there!





Lower all the rear seat neck restraints as low as possible if not in use. Remove any items stored on the parcel shelf to reduce reflections or stop items being flung forwards in a sudden stop. [Brollies make good spears]

Clean the inside of the rear window as well. This now applies to ALL the external mirrors. No residue of last month's rain [or those ruddy spiders again]

Remember when carrying out the COCKPIT DRILL to adjust the mirrors left centre and right.

Outside mirrors 1 third or 1 fifth of the car and 2 thirds or 4 fifths of the road scene behind. {10%-90% when I'm driving – ED.} Angle the nearside mirror as a compromise so when raising yourself in the seat you can see rear wheel or road surface behind or relaxing in the seat, dipping your head up higher on the scene behind. Checking also all the doors are aligned with the bodywork to ensure they are properly closed.

Interior mirror aligned with the top of rear window for maximum view. No fingerprints which leave smudges and loss of view. Check

out your blind spots or Blank areas [no not in the head sorry]

*So far all of the above is further based on other anecdotal evidence.*

I used to have a 300mm x 50mm sticker in the back window proclaiming I was an IAM RoadSmart Examiner. [If you've got it flaunt it]

[Of course, that's allowed!] Except someone took exception to it [or I had failed them!]

A guy was carrying a large plank sticking out of the window. He got too close to a lamppost hit it with the plank which swivelled around taking his head off.

Or the Football coach taking the kit in a big wicker basket hit a car coming the other way. The kit acted like a hydraulic ram and squashed him against the dashboard.

Or the guy on test who drove off turned onto the Motorway and the rear door sprung open and flapped in the wind [Test over!]

Lastly the car I followed from Bath City Centre to Lansdown on full Horns and Lights. He did not see me until Lansdown Race course and swore I had only just put them on. [sigh sigh]





The point I am trying to make is that 300 x50 mm sticker was not visible from the driver's seat mirror so that is a lot of view missing plus some overly heavy C pillars.

### HOW OFTEN DO YOU DO IT THEN?

When I first became a Police Advanced Driver there were some 'guidelines' for when to check the mirrors.

Often it was stated to check every 3 to 5 seconds in town and every 7 to 10 seconds on country roads, open roads, or Motorways.

After many years this has been upgraded.

FIRSTLY: -

They are not 'Mirror checks', they are 'EFFECTIVE CONSULTATIONS OF THE MIRRORS'. Or 'EFFECTIVE ALL-ROUND OBSERVATIONS'

In other words, you have to CONSULT them to analyse what is happening behind you.

The traffic type, speed, position, signals, overtaking, etc. In order to assist you to make sound driving plans.

Driving plans are based on: -

- What can be seen.
- What cannot be seen.
- The circumstances that may reasonably be expected to develop.
- What to do if things turn out to be different [Contingency Plans].

*Once again more Anecdotal evidence Quoting my last 'Accident victims' words!*

### No1

Vehicle travelling in lane 2 on the M4 at 75 mph. Shunted severely in the rear OFF the carriageway to the nearside. Sustained multiple fractures and whiplash. The following car [offender] turned right and hit the barrier head on.

*'I had earlier looked in the mirror and saw a car a long way behind me catching me up fast. Then later this happened.'*

[Driver had fallen asleep at the wheel prior to impact]





## No 2

Vehicle stopped in the road to give way to a flock of sheep crossing road. Rammed HEAVILY from behind writing off both vehicles. Sustained whiplash injuries.

*'I saw the sheep in the road and slowed to let them cross. I had been stopped only 2 seconds when I heard a long skidding noise of tyres on the road surface. I thought it was my car. Then I heard and felt the impact from behind.'*

[Offending driver admitted lack of concentration]

### QUESTION

Were these accidents, two of many, avoidable by mirror checks: -

### EFFECTIVE CONSULTATIONS OF THE MIRRORS

#### HOW IS IT DONE?

To help out then you must be CONTINUALLY looking in the mirrors. It is your third eye. You should know as much of what is going on behind as you do in front. There are no SET guide times or seconds. [The aforementioned

ones are good to practice first] There is a suggested routine of Nearside – middle – offside. For general routine checks. Then can be biased for turns. Nearside for left, Offside for right.

To further assist, you should ALWAYS link MIRRORS with the use of CONTROLS

#### MIRROR SIGNALS

- Goes without saying in all aspects of Roadcraft and the Highway Code.

#### MIRROR BRAKES [SPEED]

- Again, Common sense prevails. Before altering speed is the driver behind aware of what is going on in front of him or you. [too close, poorly maintained vehicle, poor or new driver. Under an influence.]

#### MIRROR ACCELATOR [SPEED]

- Before Decelerating. As above or before accelerating. Are you, were you, being overtaken?

#### MIRROR STEERING [POSITION]

- Before pulling out around an obstruction, changing lanes, overtaking or altering course or position, and returning again after all the aforementioned.





## MIRROR GEARS

- And why not, you do not want to get 'caught out' changing gear, one hand off the steering wheel. If about to be overtaken by an HGV or if overtaking one, alongside one, or an HGV coming the other way!

## MIRROR MIRROR MIRROR [YES USE ALL THREE]

*MORE Anecdotal evidence here we go [sigh sigh]*

A student I was training proudly announced that he had 'FOOLED' his Examiner on test. He looked in his nearside mirror, scanned PAST the direction of the Interior mirror, [without looking in it] and looked in his offside mirror and it was not picked up?

Thus, my new phrase, 'It's not what you can GET AWAY with on a driving course but 'TAKE AWAY' with you for the future.

Then on an IAM test I WAS BRIEFED [yes it happens.] That they would NOT be looking in the interior mirror as it was a waste of time.

They would be concentrating on the OFFSIDE mirror as that is where everything goes on or happens. [If only he did. Guess the test result.]

## CHECK YOUR SHOULDERS

As you become more advanced, or if already trained or PSV, HGV, Light commercial trained you can then include left and right shoulder checks.

181 degrees each shoulder. Therefore equals 362 degrees eliminating any blind spots. PLUS, your nearside and offside mirror checks. JOB DONE.

This is particularly important when moving off after remaining stationary for a short [or long] period. This ensures that no cyclists or motorcyclists have moved up or are overtaking you whilst you have been stationary. Even at pedestrian crossings when you will find a last-minute dash by a KAMIKAZE pedestrian hell bent in running out in front of you just as you were going to move off. [OH, how we have all been there!]





## FINALLY

One last tip. If the following driver is too close or does not appear to be reacting to your SIGNALS - SPEED - POSITION - SITUATION AHEAD etc. You may like to gently STARE on and off pointedly at the following vehicle in the mirror, or raise your head to judge how close they are behind, then stare in the mirror again.

SOMETIMES a message may be seen and understood.

You may also like to look at the driver in front in their offside, nearside, and interior mirrors to see how often the glance in them IF AT ALL; some drivers ONLY use the offside door mirror for example.

So, you therefore have to ask yourself? ARE THEY AWARE OF YOU?

*Okay MORE ANECDOTAL evidence to finish.*

I followed a huge Mercedes 300E right across Bristol city centre being driven by a young person. They were engaged in a very 'animated' conversation with the front seat passenger, continually LOOKING at them. The interior mirror was angled upwards so I could only see the headlining. I could see the

face of the driver in the offside mirror.

No effective all-round consultations of the mirrors were made for over 40 minutes. It then pulled into a prestigious office block.

**SO, WHAT IS GOING ON BEHIND YOU?  
KEEP CHECKING!**

[May be a PLAIN UNMARKED POLICE Road traffic car, monitoring transgressions] YOURS? [ Look for the TWIN rear view mirrors inside windscreen or mounted on the exterior mirrors]

**Andy Poulton**  
IAM RoadSmart Examiner

## REFERENCES

Highway code, Rules: 97, 161, 184, 202, 229, 288-289

Changing lanes 133

Fog 234-235

Motorways 254, 267

Moving off 97, 159

Overtaking 163, 267

Turning 179-180, 182 & Page 128

## ROADCRAFT

Chapter 2 - System - pages 27-28 and throughout.





## TALELIGHT

### THAT'S BACKWARDS

A Nurse has fitted a huge turntable in the drive of her home so that she does not have to reverse out into the busy traffic.

### THE CHILDREN ARE A BIT CLINGY

A three-year-old clung to the side of her father's 4X4 during a 12-mile high-speed drive of speeds up to 85 mph. She was eventually spotted by a driver who flagged down the vehicle.

### HEALTHY GLOBAL WARMING

An inventor drove a car for a mile using GIN for fuel and BANANA oil as lubricant in order to get into the record book.

### EVEN HEALTHIER

A car, which runs on fuel made from crushed oranges, has been invented. It uses 6,000 oranges to make a litre of fuel.

### EVEN HEALTHIER STILL

Authorities want to close an unauthorised car park run by a local Farmer. It is located next to

the local railway station and is FREE as long as you visit the Farmers Fruit stall.

### MIXED MARRIAGES

A driver wanted to marry his 1966 Ford Mustang listed his Fiancée's birthplace as Detroit and her Father's name as Henry Ford with a blood type as 10W40. The application was refused.

### I THINK THIS IS A BOWL OF SH\*\*

A plumber has paid a parking fine with a cheque written on a toilet bowl in protest at getting a ticket outside his own premises.

### THAT WILL TEACH YOU

A teacher convicted of a motoring offence was ordered by the Judge to write a 500-word essay on careless driving.

### DAFT I CALL IT

A seat belt checkpoint set up in a busy rush hour period had to be abandoned as so many were caught up in it, they rang the Police HQ from their mobiles! and jammed the switchboard.

Andy Poulton





# Electric Motor Vehicles

Contributed by Pauline Wills

*An extract from Motor Vehicles and Motors – their design construction and working by steam oil and electricity by W. Worby Beaumont written in 1900.*

Given the electricity supply, nothing would be better than the electric motor for the propulsion of vehicles. This fact has lured many into the expenditure of large sums of money in the attempt to make practical electrically propelled road motor vehicles. So far, the attempts have led to very little success, except for vehicles for carrying light loads short distances, and comparatively with other methods of propulsion, electricity has met with little favour, even for short-distance work, either for private or commercial purposes. The electrically propelled vehicle has, however, made great strides during the past three years, but this advance has been almost entirely with the vehicles for carrying two persons.

The improvements have been in the simplification and lightening of the whole of the transmission gear and of the vehicle itself. It may be said that all that is at present required in the mechanical engineering and the carriage building part of the problem has been provided. In, these respects the change has been equal to that of the construction of the petrol motor and light steam vehicles. So great is the change that it is unnecessary to dwell upon the history or the construction of the earlier vehicles by Volk, Ward, Clubbe, Immisch, Carli, Blumfield and Garrard, and Jeantaud. All have been surpassed by the vehicles of the last year or two, and the greatest improvement- has been made in the United States.

The electricity supply is, however, still almost as great a problem as ever, because the weight of secondary battery, which must be carried for even a 25-miles run in any but





flat country, is prohibitive. In flat towns or country where roads are good, or, in other words, where the conditions are such as to require very small power, this is not the case, but such districts are few and the limitation does not affect either petrol or steam motors. The past two years have considerably lowered the weight of battery made for vehicle purposes, but even if a battery of theoretically least weight could be used, that weight would still hopelessly handicap the electrical vehicle for long journey work over average country. It is not invention alone that is required to provide the successful electricity accumulator. Discovery must be made of means of employing materials other than lead and its oxides or salts.

This difficulty, however, does not preclude the use of electricity for some forms of light vehicle for short journeys on favourable roads and for cations owners to whom the cost of working is a matter of little or no importance.

This Company started working in the streets of London in 1898 and the service was maintained, with more or less regularity and irregularity, for some months, when the vehicles were withdrawn ostensibly for modifications and repairs. They were subsequently replaced in service for a short time.

The arrangements at first made by the Company for providing current for charging its batteries were foredoomed to commercial failure. Alternate current motor generators were put down. These were supplied with current from Deptford at what was by some electricians considered so low a price that the cost of current to the batteries would, they thought, be as low as if supplied by steam-generating plant on the spot. The Company was advised that this could not possibly be the result, as total cost of the electro-mechanical conversions must inevitably raise the total cost of current to at least 150 per cent. above the cost if generated on the spot.





After running some time on the alternate current motor generator system, the Company was forced to adopt the rejected advice, and put down steam plant.

A satisfactory contract was made for the supply and maintenance of the accumulators, but the stern realities of cost of working or of expenditure and receipts forced the Company to stop working towards the end of 1899, and the whole of the plant and stock to be sold by the order of the Court in March, 1900, together with what in the particulars of sale is humorously called " the benefit of a license " from three syndicates, for which a royalty of £15 per cab and of £4 per cab per year has to be paid.

The cabs are, however, of considerable interest as their construction is that of the first hackney vehicle worked out for and actually used on a public service for altogether about a year. The experience gained with them will no doubt benefit those who are most likely to become possessors of them and the plant and leases.

Table XIX, *Results of Trials of Hackney Electric Vehicles by the Automobile Club of France*, has been compiled from the records of the trials made by the Automobile Club of France in 1898. The results of similar trials made in 1899 are not yet available for analysis but, as the outcome of all the work done towards the commercial electrical vehicle, is very little

| Name of constructor and type of vehicle. | Persons carried, including driver | Total Weight of vehicle and load |      | Weight of storage battery | Weight of load carried, not including driver | Normal H.P. of motor | Average speed of the vehicle, miles per hour | Total cost of running the vehicle while on hire per mile | Cost of electrical energy consumed while the vehicle is on hire per mile |
|--|-----------------------------------|----------------------------------|------|---------------------------|--|----------------------|--|--|--|
|  |                                   | ton.                             | cwt. |                           |  |                      |  |  |  |
| Jenatzy Coupé                            | 3                                 | 1                                | 15.5 | 11.10                     | 2.75   | 4.00                 | 8.85   | 7.25   | 0.41   |
| Jeantaud. Cab                            | 3                                 | 1                                | 7.8  | 7.85                      | 2.75   | 3.10                 | 8.90   | 7.08   | 0.31   |
| Jeantaud Landau                          | 3                                 | 1                                | 12.5 | 8.85                      | 2.75   | 3.25                 | 7.66   | 7.17   | 0.38   |
| Krieger Coupé                            | 5                                 | 1                                | 12.3 | 9.00                      | 5.50   | 3.40                 | 9.20   | 7.25   | 0.33   |
| Kriéger Victoria                         | 5                                 | 1                                | 11.5 | 9.00                      | 5.50   | 3.40                 | 8.50   | 7.30   | 0.35   |
| Krieger Coupé à Galerie                  | 6                                 | 1                                | 15.0 | 9.00                      | 7.90   | 3.40                 | 8.50   | 7.20   | 0.35   |
| Peugeot Petrol Coupé                     | 4                                 | 1                                | 5.4  |                           | 4.14   | 6.00                 | 10.0   | 9.65 <sup>1</sup>  |  |





better in France than it is in London, it is obvious that the mere cost of electrical energy is a small item in the total cost of construction and of working of such vehicles. The total cost of running, as given in Table XIX., does not include depreciation, and the cost of the pneumatic tyres for electric vehicles is taken as 2 francs per day less than for the petrol motor - a difference assumed in favour of electric vehicles, which the French assign to the more uniform turning effort of the electric motor. If this be disallowed, then the petrol motor vehicle will cost, as far as it is indicated by these trials about the same as the electric vehicle per mile on hire. If maintenance over a period of a year be taken into account by reference to experience, then the apparent superiority of the electrical cab, is converted into a real superiority of the petrol motor vehicle, especially now that the motor may be started from the driver's seat. A good deal of the cost per day shown by the table arises from the running of the motor when the cab

is standing, and from the very high price of petrol in Paris: while, on the other hand, the charging current is charged at only 1.2*d* per kilowatt, or 0.9*d*. per HP. hour. Thus, every charge has been favourable to the electrically propelled cab. The mere figures of the trials are also favourable, but the results of extended practical working and the known condition of batteries, gearing, and tyres of these heavy dead-load and small-paying-load vehicles are enormously in favour of other motors, or even of horses.

Beside the vehicles mentioned and those referred to in the tables, there have been those of MM. Bouquet, Garcin, and Schivre, who in 1898 made electric carriages to carry two or three passengers, and weighing complete about 18.8 cwt. without accumulators, which weighed 7 cwt., and were said to run the vehicle 68 miles on average roads.

<sup>1</sup> *Cost of petrol in Paris, 0.57 franc per litre = 2s. 2d. per gallon. Charging current, 1.2d. per kilowatt.*



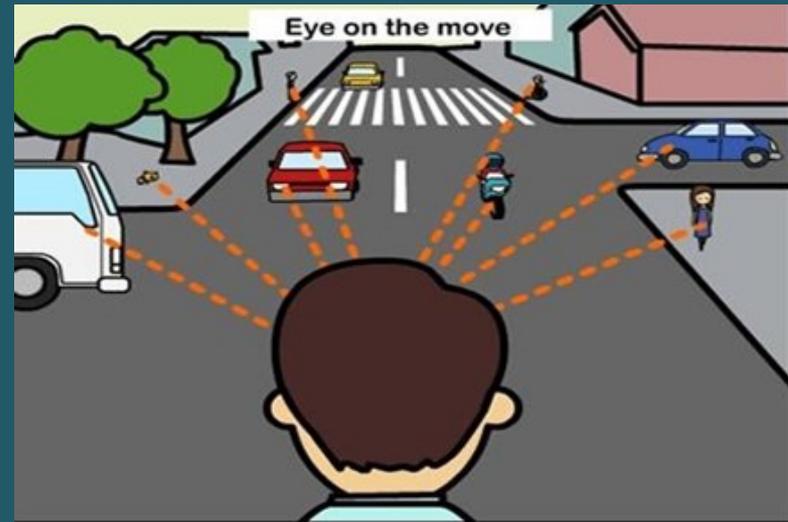


# Thank You, All You Bad Drivers

With thanks to Stanley McWhirter for the following thoughts and contribution

I am grateful to all the bad drivers that I encounter on the road. Because of them I am more vigilant, more aware and less susceptible to that scourge that drivers of indifferent quality suffer from - surprise.

They have taught me how to avoid them and so prevent their crashes. They have made me the driver I am today - almost perfect. Almost perfect because thinking one is perfect leads to dangerous complacency and overconfidence. I have intensely studied drivers along with all other road users so I claim to be able to anticipate what people are going to do before they anticipate what they are going to do themselves. The only thing that might catch me out is if someone does something suddenly, but that is rare, most telegraph their intentions. I learn from their mistakes, even if they do not.



Over 60 years I have built experience on experience; memorising and storing up events that can be instantly brought to mind as each potential emergency occurs so that I can forestall it.





It is such a shame that seventeen year olds have to build that up over the years with no guidance. There is continuous development in cooking and baking on TV (despite the obsessive epidemic) but nothing life-saving such as how to drive and avoid crashes, no wonder the annual death toll on the roads has been stuck at 1,700 for decades. Dangerous drivers are imprisoned, well deserved, but how then can they convey the lessons that they have learned. They should be going round schools and television stations because people respond more to eye-witnesses than experts.

I have sat beside drivers who do not major in advanced nor ordinary driving as they exclaim in surprise: "Oh! He's gone through the red light!" "Look! She's going down the one-way street the wrong way!" "That cyclist is wobbling!" "The pedestrian ran out of nowhere!" Nowhere? Impossible! What it means is that the driver did not expect the child to run out from behind the van. He should have looked for the feet below the high sided van.

Plan now! Do not wait for the emergency. Respond rather than react that will give you more time especially if you tailor your speed to the situation rather than just the speed limit.

On a wide open road you may be able to travel briskly; the same road crowded with parked vehicles you must be much slower because you are more conscious of stopping distances than just speed. Stopping distance is a function of speed, and much more important. Studying stopping distances you will notice the exponential increase as speed rises (i.e. stopping distance does not increase with speed it increasingly increases). Even a minor reduction of speed, easing off the gas as you see a potential hazard, can dramatically reduce the stopping distance.

Respond rather than react because you are aware that a knee-jerk reaction is unplanned and not thought about and therefore dangerous. Reacting in driving often results in a swerve, rather than a planned change in direction, taking the driver from a harmless collision with an opening door towards a deadly head on crash; the worst type of crash you can have. Swerving head-on with a lorry may kill you, head-on with a cyclist the cyclist may die. Keep reminding yourself while driving, "Slow, not swerve"

That is planned driving.





# Driving Licence Upgrade and Motorcycle Test Rules

With thanks to Traffic Safety Roads

The government is proposing two relatively slight changes to the law as follows:

## Getting manual entitlement from a test using an automatic vehicle

Allow drivers who passed their driving test in an automatic vehicle in one of the following categories to drive a manual vehicle as long as they can already drive a manual vehicle in another category:

- car and trailer (B+E)
- medium-sized lorry (C1) and its trailer towing equivalent (C1+E)
- minibus (D1) and its trailer towing equivalent (D1+E)

This recognises that the driver has already shown that they can drive a manual vehicle and will be familiar with manual transmission. The Government now want to bring medium-sized lorries and minibuses, together with their trailer entitlements, into line with the test and

licence upgrade arrangements. The government also considers that this proposal should also apply to car and trailer tests. This is because most drivers who want to tow a trailer with their car will already have full manual entitlement.

*[In 2014 a similar change was introduced which related to:*

- *lorry (C)*
- *articulated lorry (C+E)*
- *bus or coach (D)*
- *bus or coach towing a trailer (D+E)*

*These vehicles have developed technologically. It's now common for them to have advanced transmission mechanisms that are either automatic or semi-automatic. The number of such vehicles with a manual gearbox is reducing. As a result, there's little demand for candidates to take a 'manual' test compared to those who take a test in an 'automatic'.]*





## Reducing the minimum engine capacity needed for a standard motorcycle (subcategory A2) test

To allow candidates to take their A2 motorcycle test on motorcycles with a cylinder capacity as low as 245cc currently 395cc.

The Minimum Test Vehicle MTV is specified for each test category so that candidates take their test in an appropriate vehicle. The test pass will allow them to drive or ride any vehicle in that category, unless the driver's licence carries restrictions. This proposal will not change the licence category. It's about what motorcycle a person can ride when they take their test. The current regulations do not cater for the range of vehicles now in the A2 category.

There are now many motorcycles with a smaller engine that produces enough power to put them in the A2 category.

The A2 category of motorcycle must:

- not be derived from a vehicle of more than double its power
- have power output up to 35kW
- have a power-to-weight ratio up to 0.2kW/kg

It is proposed to reduce the MTV for A2 motorcycle tests to 245cc so that it includes '250cc' motorcycles that produce enough power for the category. Candidates could then take their A2 test on a lighter motorcycle.

*Find out more at*

[gov.uk/government/consultations/simplifying-driving-licence-upgrade-and-motorcycle-test-rules](https://www.gov.uk/government/consultations/simplifying-driving-licence-upgrade-and-motorcycle-test-rules)





# About Your Windscreen

Extracts from an article by Tom Harrington LL B F Inst. MTD

Drivers on the road today do not even remember a time when cars were manufactured without windscreens, so the history of one of the most important vehicle safety features is nearly forgotten. The front window of a car or the one the driver looks through while driving is called the windscreen and part of its purpose is to protect you and the car's occupants from wind, rain, various types of insects and road debris etc. The idea of having a see-through protective layer installed on the vehicle itself did not appear until 1904, over a decade after the first car rolled off the assembly line. The first windscreens were nothing more than two sheets of window-pane glass. Many models had an upper pane which could be folded down when it got too dirty to see through. While these first windscreens offered some protection against wind and road debris, they were not standard equipment until Oldsmobile (US) made them so in 1915. However, early windscreens were very

dangerous to passengers and passers-by in the event of an accident because they shattered into sharp shards. The first cars were essentially motorized horse carriages did not offer any frontal protection from the elements or road debris etc. In fact, drivers wore goggles and other suitable clothing for protection.

## **Benedictus' Serendipitous Discovery**

During the 1910s-1920s, improving the safety of glass used in automobiles became an interest among all automakers, and they got some help from unlikely sources. Two European inventors developed glass laminating - Frenchman Edouard Benedictus and Briton John C. Wood. Benedictus, an accomplished artist, writer, composer, book binder, fabric designer, and scientist, made an accidental discovery in his laboratory. One day in 1903 while working in his Paris laboratory, chemist Benedictus (born in France 1878) climbed a rickety ladder to fetch some needed elements off a high cabinet. In the process, he





bumped a shelf lined with tipsy glass flasks, sending one tumbling to the floor. Predictably, the flask shattered. But much to Benedictus' astonishment as he peered down from his perch, the pieces didn't scatter across the floor. Instead, they clung together, roughly retaining the original hollowed shape of the container.

Intrigued, Benedictus showed the broken flask to his assistant. The man informed his boss that the container recently held a solution of cellulose nitrate, a kind of clear liquid plastic. The pair deduced that the water in the solution had evaporated, leaving a thin transparent film covering the inner walls of the flask. Because the container looked empty and unused, it had simply been replaced on the shelf without being washed. Serendipitously and entirely by accident, Benedictus had discovered safety glass.

In another of the many serendipitous coincidences with which history is filled, that same week a Paris newspaper ran an article about a new concern arising around the city - collisions involving motor carriages. Automobiles were new to Paris in 1903, and the intersection of overly enthusiastic drivers

and unwary pedestrians was already proving disastrous. Upon reading the account of accidents involving automobiles, Benedictus was struck by one detail in particular - many of the most serious injuries involved drivers being horribly cut by the shattered plate glass of their windscreen. Benedictus had his Eureka moment. As he would record in his diary: *"Suddenly there appeared before my eyes an image of the broken flask. I leapt up, dashed to my laboratory, and concentrated on the practical possibilities of my idea."* Benedictus spent the next twenty-four consecutive hours at work in his lab, feverishly coating one glass flask after another with various mixtures of clear plastic then smashing them around the room. Had any of Benedictus' assistants walked in on their boss at the time, they would have likely concluded the man had gone daft from inhaling noxious chemical fumes. By the following evening, Benedictus continued in his entry, *"I had produced my first piece of Triplex (safety glass) - full of promise for the future."*

Benedictus spent years improving his creation, adding a layer of gelatine to the film to bind two panes of glass together for greater strength. He finally received a patent for his





invention in 1910. Unfortunately, early automakers didn't share Benedictus' enthusiasm for his new idea despite the fact they had already begun producing models with fully enclosed passenger compartments. This meant they were surrounding occupants with glass windows that, in an accident, instantly transformed into a whirlwind of razor-sharp shards. Though Benedictus was granted a patent in 1909, the product was not put into use until World War I when laminated glass was used in the goggles of gas masks. Meanwhile Wood had also been working with cellulose and devised another method for adding a protective layer (originally tree resin, later cellulose) between two pieces of glass and creating shatter-resistant glass. His method was patented in 1905. Benedictus, in 1910, added a gelatine layer which stuck to both panes of glass and patented Triplex. The Triplex Glass Company was founded in 1923.

Others took up the task of improving on Benedictus' laminated glass, including Carleton Ellis who patented a resin laminate that bonded glass without discoloration. By the 1930s, laminated auto glass was made using

polyvinylbutyral (PVB), which made it stronger and afforded protection from UV rays and noise.

In the 1930s, the single curved windscreen was developed, providing superior strength and body integrity. New design innovations in the 1940s were driven by safety concerns. Tucker cars advertised "pop out" windscreens that would eject in one piece if impacted by a hard blow from the inside. Panoramic curved windshields of the 1950s boasted improved visibility by shrinking blind spots. By reducing framing, these windscreens also allowed for more spacious car interiors. As a result, automobile designs became less boxy.

### **British Standards Institution Specification BS 857 1954**

In Great Britain, the Road Traffic Act of 1930 made it compulsory to use safety glass in all vehicle windscreens. Later regulations specified that safety glass should be used not only for windscreens and windows on either side of the driver's seat but for all windows of cars. For goods vehicles the windscreen and windows by the driver's seat must be of safety glass, as also must forward facing windows of





public service vehicles. Safety glass as defined by the British Standards Institution, in its specification B.S.857 1954:

*"Is a glass which after fracture gives fragments which are less liable to cause severe cuts than those of ordinary glass".*

Two types of glass known as 'Toughened' and 'Laminated' comply with this specification, and at present there is much controversy regarding their relative merits. Toughened glass on fracture breaks into fragments that are small and have rounded edges that are not likely to inflict serious injury, whereas laminated glass when fractured usually has razor sharp edges that can inflict severe lacerations.

It might be thought therefore that toughened glass would be preferable but there are other safety aspects to be considered. Fracture of a toughened glass windscreen may result from impact by a stone flung up by another vehicle or it may sometimes occur spontaneously, but, whenever fractures occur, the whole windscreen breaks up into relatively small fragments and the driver's view is impaired. If a laminated glass windscreen is cracked by a stone the fracture is usually confined to a small

area around the point of impact. In weighing up the relative safety merits of the two kinds of glass, account should be taken of the relative likelihood of injury arising from impact and the likelihood of accidents arising from a sudden impairment of the driver's vision which in turn depends on the relative frequency of windscreen fracture. It may also be desirable to consider the cost of glass replacements and if possible, the rather intangible items such as inconvenience and discomfort. In some countries which do not have temperate climates, windscreen fracture may subject the occupants of the vehicle to harm because of severe cold or torrential rain or dust.

### **The Law & Penalties**

Vehicle owners have a responsibility to make sure their driving doesn't negatively impact other motorists. One way this could happen is by having a dirty windscreen or another glass surface, such as the side mirrors or rear windscreen. Having an unclear windscreen could impair your vision, making reaction times slower which could lead to an accident. Regulation 30 of The Road Vehicles (Construction and Use) Regulations 1986, state that drivers are required to keep class





surfaces clean and clear. Also, the Highway Code (Annex 6, Vehicle Maintenance) states:

- Lights, indicators, reflectors, and number plates MUST be kept clean and clear
- Windscreens and windows MUST be kept clean and free from obstructions to vision

*"All glass or other transparent material fitted to a motor vehicle shall be maintained in such condition that it does not obscure the vision of the driver while the vehicle is being driven on a road,"* it explains.

If you were to have an accident as a result of having a dirty windscreen, you could be fined and charged for careless driving. Punishments for careless driving range from an on-the-spot fine of £100 and three penalty points. However, if your case was to go to court then you could see that fine increase to £5,000 and receive up to nine penalty points. Serious offences could also see you lose your driving licence.

### **Broken Glass & Windscreen Impact**

Victims who are injured by flying broken glass may be restrained by seatbelts or protected by airbags and still sustain deep lacerations, shock, severed limbs, or fatality. Lacerations

can be dangerous, particularly if they penetrate all the way to bone. If a car accident victim bleeds too much from broken glass lacerations that cut vital arteries, it is possible that he or she will die or require an amputation. Broken glass coming at the face and upper body at high speeds can pose a huge risk to drivers and passengers. Often glass-related injuries are due to the force of the car crash. When two vehicles hit each other, the glass may shatter. There are some car designs that utilize glass that has a lower likelihood of shattering, but at high speeds, this design may not matter. In a T-bone accident, side windows may break and send glass flying in all directions. Similarly, in a forceful rear-end collision, rear-window glass may go flying and injure the heads of passengers. Lacerations can be dangerous, particularly if they penetrate all the way to bone. Sometimes it becomes necessary to amputate a lacerated, infected body part and in other cases, lacerations result in permanent disfigurement and scarring. Surface level skin cuts may be less serious, but they may also require medical treatment. When lacerations are experienced, it is common for accident victims to also experience shock.





This can result in psychological trauma and the possibility of death. If a car accident victim bleeds too much from broken glass lacerations that cut vital arteries, it is possible that he or she will die or require an amputation.

### **Insurance Claim May be Impeded**

As cars get lighter and pillars get thinner, greater reliance has been placed on windshields to provide occupant protection in rollover accidents. Research has shown that in these situations, the displacement of the roof towards the occupants of the car can be increased by up to 30%, if a windshield is damaged or poorly bonded. It goes without saying that you and your passengers should wear your seat belts at all times. However, in the event of a collision, your windshield also serves as a barrier to protect you and your passengers from being ejected from the car. If your windshield has even a minor crack, this means it is fundamentally weaker than it needs to be and may not be able to withstand the force of a body being hurled against it. Your windshield also plays a pivotal role in the handling characteristics of your car, as modern windshields provide up to 34% of the torsional stiffness. In a similar vein, your windshield

serves as a means to dissipate impact and spread the force of a collision throughout your chassis. If the windshield is damaged, this benefit is lost. Chips are repaired using a resin repair system. In some cases a blemish will be visible in place of the chip, but following a chip repair the structural integrity of the windshield will be fully restored, making your vehicle safe to drive again. As a rule of thumb, you should always tend to chips large or small as soon as they appear. Road vibrations and changes in temperature will turn these chips into cracks, making what could have been a repair into a more expensive replacement. It's important for drivers to be aware of the safety issues associated with a damaged windshield.

Even minor windshield damage shouldn't be taken lightly and should be dealt with as soon as it appears. A little issue can quickly snowball, especially at this time of year when your windshield is exposed to more extreme conditions. Another consideration is the potential effect a damaged windshield can have on your insurance coverage. If your insurer can establish that you failed to rectify a damaged windshield in advance of an accident, it may impede your claim.





## Toughened v Laminated - Which is Better/Safer?

Toughened glass, also known as tempered glass, is manufactured using a controlled thermal process. Essentially, this involves heating the glass in a tempering furnace – until it reaches approximately 650°C – and subsequently removing the glass and allowing it to quickly cool. The process is designed to improve the overall structural durability of the glass, increasing its resistance to heat and shock (by 400-500%) and significantly reducing the likelihood of it breaking.

Toughened safety glass is around five times stronger than standard glass and, if subjected to high-pressure impact, it will break into small blunt pieces rather than dangerous pointed shards. Tough and multi-purposeful, clear toughened glass is ideal for a wide range of domestic and commercial applications. For example, it is commonly used to create kitchen worktops and splashbacks, shower screens, glass shelves, internal partition walls and balustrades. Laminated glass is, essentially, a glass sandwich – made from two panes of glass, with a polyvinyl butyrate (PVB) plastic interlayer—and it is this unique construction that

gives it its tough and reliable qualities. Technically speaking, laminated glass is the same strength as regular glass. However, upon impact, the two panes simply shatter and are held in place by the plastic interlayer. The transparency of the glass is not affected in any way and the triple-layer design improves its ability to withstand stress – thus making it a safe option for glass windows, doors, screens, partitions, walkways and more. Due to the different ways in which they are constructed, toughened safety glass and laminated glass each have their own set of pros and cons. But that doesn't mean that one is necessarily better than the other. They are both capable of withstanding high-pressure and heat and, in many cases, they can both be used for the same application. It just depends on your personal preference and the cost. Over the last few years, a third type of safety glass, called toughened laminated glass, has become increasingly popular with designers and architects alike. This product offers the best of both worlds, combining the strength of tempered glass with the unique construction of laminated. It is difficult to break, it comes in various thicknesses, and it is perfect for domestic, commercial and automotive use.





## The Future - Gorilla Glass & Wiperless Windcreens

As the automotive industry engages in massive amounts of research and development, with a view towards modernizing windscreen technology – they have taken to drawing inspiration from other branches of the technology sector. Fittingly, you may be familiar with the latest development in windscreen technology, as it's already being employed in your smart phone. Gorilla Glass – the same innovative glass that is used to ensure smart phone screens are lightweight, clear and durable – is fast becoming one of the major talking points in the windscreen technology discussion. So, what exactly is Gorilla Glass? From smart phones to tablets and even watches – believe it or not, there are already approximately 4.5 billion devices worldwide that utilize Gorilla Glass. Due to its proven success, this chemically treated glass is beginning to be employed by car manufacturers to ensure their windscreens enjoy the same benefits of durability, lightness and clarity that have become commonplace across other industries. Gorilla Glass is created through an innovative process of

dipping your windscreen in molten salt. This process prompts a chemical reaction where the sodium ions on the windscreen's surface are replaced with potassium ions.

The treated glass then becomes a middle layer, sandwiched between two layers of treated glass. This middle layer is less than a millimetre thick and can be as much as 75% lighter than its untreated counterpart. With the assistance of this ground-breaking windscreen technology – your car glass stands to be tougher, thinner and lighter than ever before. This increased durability stands to greatly reduce your windscreen's susceptibility to damage from loose, airborne debris. Also, the reduced weight associated with this technology, means a lighter car overall and a reduction in fuel consumption. But the potential benefits don't end there. Some predict that these innovations in car glass are the first step in irrevocably changing the role of windscreens in motoring as a whole. In fact, Gorilla Glass stands to play a crucial role in the development and implementation of integrated, interactive heads-up displays and navigation technologies in windscreens. Due to the enhanced clarity and touch screen capabilities associated with





Gorilla Glass; it seems almost a certainty that, in the coming years, motorists will be faced with windscreens more akin to smart phones and tablets. We know the strain each winter puts on our windscreen wipers. So, the idea of a wiperless windscreen is undoubtedly an enticing prospect for many. Over the last decade, several high-end car companies have been working on ways to eliminate windscreen wipers entirely. Super Car manufacturer McLaren believes they have discovered the perfect solution for removing windscreen wipers from the equation. Borrowing technology developed for fighter jets, McLaren has been using ultra sonic sound to repel rain. An ultrasonic field, produced by a transducer mounted in the corner of the windscreen, produces a force field of sorts and a barrier for rain, moisture and debris. This technology is still in the research and development phase, but given the pace at which the automotive industry moves, it would not be inconceivable to see wiperless windscreens on Irish, British and European roads in the very near future.

Forgive the sexism!

*“Wife crashed the car today. She told the police the man she collided with was on his mobile phone and drinking a can of beer!”*

*Police said he can do what he likes in his own living room!”*



**How come there's enough Tarmac to make speed humps, but not enough to fill potholes?**

Follow the link 

**[Is a sense of humour just a human trait?](#)**



## IAM RoadSmart Blogs

### **60% of motorists consider self-driving cars a threat to road safety**

A study from the UK's largest independent road safety charity, IAM RoadSmart, has revealed that 60 per cent of motorists consider the growing ability of vehicles to drive themselves as a serious threat to road safety. While female drivers (66 per cent) and drivers over the age of 70 (64 per cent) had even higher concerns.

This is despite well-documented evidence that most road incidents are actually caused by human error, suggesting that giving greater control to the vehicles themselves in the future might actually reduce the number of collisions.

However, while automated vehicle technology could have the power to improve road safety, this will only happen if the new systems are used correctly, including through driver training

to understand their capabilities and limitations, believes the road safety charity.

Neil Greig, IAM RoadSmart Director of Policy & Research, said: "Autonomous and automated vehicle technology is becoming an integral part of everyday motoring and while it does have the capacity to improve road safety, its capabilities must be fully understood to ensure we don't over rely on them.

"Over reliance on these systems, and a lack of training on how to use them, could have a negative effect, with potentially worrying results for motorists and pedestrians alike.

"As an ever-increasing number of vehicle systems take on the tasks that drivers used to perform, IAM RoadSmart is calling for an understanding of automated features to be included in the UK driving test."





According to government projections, 40 per cent of UK new car sales could have self-driving capabilities in less than 15 years.

Meanwhile, advocates for a push towards autonomous vehicle technology also highlight the financial benefits to the UK economy, possibly almost worth £42 billion by 2035 together with the creation of nearly 40,000 British jobs.

Concerns still remain however around the high cost of research and development, making autonomous vehicles too expensive for some, together with possible malfunctions, data security issues and moral dilemmas as to what the vehicle should be programmed to protect.

Neil added: “Our research clearly shows that many motorists remain to be convinced about the safety of self-driving vehicles. While we wait for completely autonomous cars to take over from human drivers driver training will be paramount in ensuring that increasingly automated vehicles are an asset rather than a drawback.”

## **90% of motorists want speed cameras to check for vehicle tax, insurance and MOT**

The UK’s largest independent road safety charity is urging the police to take notice of UK motorists who are calling for them to better utilise equipment already available for speed detection to ensure vehicles have valid insurance, MOT and Vehicle Excise Duty (often referred to as road tax).

The findings come from new research conducted by IAM RoadSmart, which has revealed that nine-in-ten (90 per cent) motorists, who were surveyed as part of the charity’s annual Safety Culture Report, backed the idea that speed cameras should also be used to catch drivers who are flouting these motoring violations.

Estimates suggest that someone is injured every 20 minutes on UK roads by an uninsured driver and that more than a quarter of motorists





don't even know when their vehicle's next MOT is due, while there's around 630,000 unlicensed vehicles in the UK.

Neil Greig, IAM RoadSmart Director of Policy & Research, said: "These results paint a very clear picture. Law-abiding motorists are in favour of the police using existing equipment to help make our roads safer by catching motorists who think the rules don't apply to them.

"Of course, the primary purpose of catching speeding motorists is paramount but it should not be overlooked the suffering that drivers of vehicles which are uninsured, unlicensed and without a valid MOT can cause other road users."

Meanwhile, further findings from the in-depth research of motorist attitudes by IAM RoadSmart discovered that an overwhelming

majority, (82 per cent), also supported using cameras to automatically fine drivers who run red lights in urban areas.

The research also found that 80 per cent of motorists were in favour of using cameras to automatically fine drivers who drive more than 10mph over the speed limit on residential streets.

Neil added: "There is no excuse for speeding, driving uninsured, unlicensed or without a valid MOT. If speed camera partnerships are issuing speeding tickets they should also follow up on a wider range of offences and this is backed by the vast majority of drivers. Getting law breakers off our roads could significantly help reduce the number of casualties caused by motorists with no regard for their motoring responsibilities."





**Closing date for the autumn 2021  
edition of the Wessex Advanced  
Motorists e-Newsletter is 20<sup>th</sup> July.**

**All contributions would be very  
welcome.**

**All items should be sent to  
[ed@wessexam.uk](mailto:ed@wessexam.uk)**