



SEPTEMBER 2023

Chairman's Chat

Greetings! Well, it didn't turn out to be a particularly good Summer for us here in the Southwest did it! Nevertheless, I hope that you all had a good holiday somewhere nice and relaxing.

Since the June Newsletter, our Observers have been busy with a steady flow of Associates. Recruiting has been enhanced by attendance at several Fire Station Open Days including Cheltenham, Lydney, Tewkesbury, Nailsworth and Gloucester, lead by our Vice Chair Phil Tebble. Phil also led support to Ontic at Bishops Cleeve and Staverton sites for their Safety days. My sincere thanks go to Phil for his tremendous support in organising and supporting all these events. We shall be attending the Hartpury College Wellfest on 21st September and the Gloucester Police Open Day on 23rd September.

The group has maintained it's high standards this year with a 92.8% pass rate. The average in our region amongst groups is 89.2%. Recent feedback from our examiners shows that we are maintaining our standards, but there is always room for improvement and the Group will be holding an Observer Development Day on 7th October to which neighbouring groups will be invited.

Gloucestershire Fire and Rescue Service have confirmed new funding to continue our Young Driver Programme into the future. This is exciting news, and I am pleased that a steady flow of applications has been coming in.

The Committee met in August, and we have introduced a new incentive for applicants for Free Taster drives for this year. If they apply for an Advanced Driver course within 1 month of taking the Free Taster drive, we will refund £25 of the cost of the course. This incentive is being funded from Group Funds.

Don't forget, if you introduce someone to the Group, who subsequently purchases an Advanced Driver course, you will receive £20 from the Group.

Our meetings will commence in October, so please keep an eye on the Group calendar. Why not come along and support the Group at these events. If sufficient support exists, we could investigate extending our meetings into a hybrid format by streaming the meeting via Zoom for those unable to get to Churchdown. If you are interested in this initiative, please email me at Chairman@glosiam.org.uk.

Safe Driving!

Rod Harrison

Your Committee 2023

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Newsletter Editor	Coral Pepper		

Welcome to New Members

Robert Dartnell
 Rachael Brady
 Shirley Wood
 Felix Robson
 Lucy Hampshire
 Ewan Cornell
 Sarah Astbury
 Andy Watson
 Charles Douglas

The current membership is:

IAM Members	Observers
Full members	Trainees
118	4
Associate Members	Local
29	1
Fellow Members	National
3	14
	Masters
	10

Congratulations on passing the Advanced Test

The following members recently passed the Advanced Driving Test

Associate	Observer	Result
John Redwood	Andrew Cook	Pass
Lisa Jones	Robert Pepper	Pass
Andrew Spencer	Rod Harrison	FIRST
Alicia Hall	Sylvia Martin	Pass
Emma Caygill	Robert Pepper	FIRST

Hearty congratulations go to Carolyn Menteith who has now become an IAM Examiner. Carolyn is also a Master's Mentor. Because of her appointment, Carolyn will now cease to be an Observer with the Group and unfortunately relinquishes her position on the Group committee. Our grateful thanks to Carolyn for her work for the Group to date.

FIA Best Young Driver

The FIA Best Young Driver (BYD) Event is an annual initiative to raise awareness of road safety among young drivers and put forward the message that young drivers can drive skilfully, responsibly, safely and in an environmentally conscious way.

Last year, IAM RoadSmart was nominated by FIA to select two finalists from amongst IAM young members to represent the UK. The finalists battled it out in a close-fought competition held in the Williams F1's E-sports suite, with the two winners going on to compete in the international final at the Circuito Del Jarama near Madrid, Spain.

This year, the UK final involved a series of in-car skills competitions, including circuit driving, parking and slow manoeuvring at Thruxton circuit, at which two finalists were selected to represent the UK in an all-expenses-paid trip to the international final, taking place at a state-of-the-art vehicle testing facility in Austria. Carolyn Menteith was there to assist in the judging.

There are three sections to selection: an online quiz, the top scorers then do a written application, and then the 12 selected from there competed at Thruxton.

Unfortunately, there were no entrants from this area or our Group. Let's change that next year! To enter you must be between 18 and 26 years old and hold a full driving licence.

Watch out for entry information in 2024.



24 Hours in a Tesla

By Shaun Cronin, Regional Service Delivery Team Manager at IAM RoadSmart

I am sure many of you have thought about the approaching 2030 government deadline ending the sale of new petrol and diesel vehicles and wondered what life will be like post 2030? It is fair to say that petrol and diesel vehicles will be around for many years to come, but the figures on the sales of Electric Vehicle's (EV) show ever increasing volumes in the new car market. So, as the driver of both a current hot hatch and a plug-in hybrid electric vehicle (PHEV), I often wonder – could a full EV work for me? So, with no politics and no EV myths discussed, let's put it to the simple driving test.

Is the Tesla right for me?

Did you know that Tesla has been making EV's for 20 years? I was astounded to learn that recently when I was browsing around the current Tesla Model 3 and Model Y range in my local dealership. As I drive around the UK, I certainly have noticed the ever-growing numbers of full EV models on the roads. True, the government has made it more attractive financially, especially for business users, but surely all that plugging in instead of buying petrol or diesel must be a faff, right?

Test driving an EV on a short road circuit near to the supplying dealer is great, but in my role with IAM RoadSmart, I travel to various racing circuits delivering the Skills Day Programme and carrying many boxes of kit and other associated paraphernalia. So, could I swap my current PHEV for a full EV and travel just as easily? Time to trade the trusty Kia Niro for a Tesla Model 3 RWD and give it a try.

Room to manoeuvre

Picking up the Model 3 at Tesla Bournemouth, I was already ahead of the game as Tesla send you a selection of short videos to watch so you know how to operate the car easily. I opened the boot, folded the rear seats, and it easily swallowed all the kit and bags. I still had even more room under the rear floor and the front trunk, or 'frunk' as it is known. I set the navigation system to my first stop at Warwick Services, and silently I set off.

Pedal Power

EV's have one pedal driving option and I set the Tesla to 'hold,' meaning that with careful use of the accelerator, I just didn't need to use the friction braking in the same way as an internal combustion engine (ICE) car. As advanced drivers, we talk about acceleration sense and how, coupled with good observation, anticipation, and planning, we get the very best out of our drive. On the journey to Warwick Services, I only used the friction brakes twice. Wow, this is acceleration sense on steroids!

The other thing many know about EV's is the way they deliver power. The torque is instant and the Model 3 RWD has a 'Traffic Light Grand Prix' 0-60 mph time of only 5.8 seconds. If you have the dual motor performance model you are close to a 3 second time! This level of performance is a genuine advantage and makes it very easy to accelerate out of danger when you need to.

Charging

Travelling serenely on the M40 northbound, a message pops up on the screen 'Preconditioning the battery to accept fast charging.' The car was getting ready for me to plug in so it could accept the charge more quickly. This was getting interesting, this was my first proper plug in. Will it be easy? Will I look foolish amongst the experienced "Teslarati"? I arrived on the Tesla Stalls and found a gap, reversed in, plugged in, and we were charging. That is the beauty of the Tesla Supercharger system; no apps, no credit cards, just plug in and charge. I still had 34% of charge left, but as I needed a break it made sense to top up, much like you would with an ICE car. You also meet the most interesting people for a chat. I was told how one owner of a Model 3 Performance had traded his Porsche 911 and would never change back! In the brief time I had made myself comfortable, consumed the statutory cheeseburger, fries & drink, the car was ready and had 100% charge. That was fast, and oh so simple.

Northbound M40 again, destination Scunthorpe. I had set the navigation to consider I certainly wanted another break, and so I would use another conveniently placed Supercharger at Woodhall Services, ensuring I had plenty of charge for the next day. This is our 'P' in planning for advanced drivers. Arriving at Woodhall, I learned another Tesla trick. When looking for the Tesla Stalls, I clicked on the icon on the screen and up came all the information on how to find and access them. They were on the southbound side with an access road under the motorway! I plugged in, and by the time I had made myself comfortable, purchased a latte to wash down the chocolate bar and made a phone call, the car was full again. This really is easy.

/continues.....

Arriving at Blyton Park the next day, we delivered a motorcycle Skills Day. I had noticed a small Tesla destination charging point. Effectively, the same as a home charge point. Seeking permission first, I topped up fully as I was driving home to Dorset after the event. Day complete, I set the navigation for home and the car told me it needed a short break of its own and selected the Oxford Superchargers. As we all streamed out of Blyton Park there was the most incredible thunderstorm with torrential rain. The Model 3 felt very sure footed indeed as I reached Newark via a great cross-country road that will be part of my future Blyton Park route!

Arriving at Oxford, I had certainly reached the end of my own personal range, but the car still had plenty in reserve. I plugged into the Supercharger. This was a 250KW version. The car informed me I only needed an 11-minute charge to reach my destination with a contingency in hand. I opted correctly for the proper comfort stop, a sandwich and, of course, another latte. I got back into the car. I was 4 minutes from yet another full battery. The superchargers are quite amazing and can take this car from 20% to 80% charge in around 20 minutes. Refreshed and onwards I reached home.

When my Skills Days colleagues saw the Tesla, you can get the following type of conversation: 'How long is the extension lead?' 'How many AA batteries does it take?' Then after the fun and smiles, 'So what is it really like Shaun?' - people really want to know. 'Incredible' came my reply. This was my first proper drive over a long distance with a full EV and it was incredibly easy and thoroughly enjoyable. The car is full of technical systems all designed to enhance the driving experience and make it safer. I used the Autopilot function on the motorways, hands resting lightly on the wheel, and it de-stressed the drive, the vehicle actively monitoring the location and speed of other road users and assisting me as the driver. When applying an indicator, the centre panel displays the rear view from one of the side mounted cameras, so it can be the final safety check before turning. I also got used to simply telling the car what control item I wanted to operate by voice alone.

The verdict

In conclusion, could an EV work for me? Absolutely yes. Would I personally buy a Tesla Model 3? Emphatically yes. But what about the charging you ask? Home charging is the most cost-efficient way of EV ownership, only on route charging when on a much longer run. After my 523 miles with the Model 3, I compared the cost of the electricity consumed in relation to my Kia Niro PHEV managing a generous 50mpg on hybrid/petrol. It is all about the miles per kilowatt in the EV world. I gave no thought whatsoever to any economy in my driving, used that fantastic torque when the conditions were right, and, of course, charged at the network of superchargers which do work out more expensive than home charging. However, the Tesla charging network is the most cost effective of all.

Sounding a little like Claudia Winkleman....'The results are in.' Even using the Superchargers, my 523 miles cost a clear £10 less in electricity than it would have done in petrol (May 2023 tariffs). If I had been able to maximise the use of a home charger on an overnight EV tariff, then those figures would be more in favour of the EV, quite spectacularly so. Then, of course, when it comes to servicing, you simply top up the windscreen washer fluid, carry out a safety check, and replace the tyres. I have just heard of a Model 3, only 1 year old, having done 103K miles and booking in for its first service! This confirmed petrol head will still be so, but there is definitely room for an EV in my garage. There is an incredible range of EV's out there. Do give them a try, the brave new world is already here and well worth a look.

A very big thank you to Haydn and the team at Bournemouth Tesla for the fantastic experience.

Enjoy the drive.



Notes from the Chief Observer 26

Sir Edward Stern, of German descent, was one of a trio of brothers who formed a banking dynasty called the Stern Brothers located in London. They went on to diversify their business and established a supply chain of lubricating oils, naming their company Stern-Sonnenborn Oil Co Ltd. The First World War severely damaged relations with their German channels so they looked to other allies, and went on to become a British consortium, which in 1928 became Sternal Ltd.

A little booklet came into my hands the other day – First Aid for the Car, produced by Sternal Ltd in 1928. It contains some fascinating information (if you are that way inclined towards Trivia). Within its twenty-four pages there are short chapters on engine, oil system and ignition system troubles, followed by Driving Hints which caught my attention. I reproduce a few here, remember when these were written:

- 1) Don't forget that the "other man" may not be as good a driver as you are and therefore make allowances.
- 2) When travelling on wet roads beware of a change in road surface or you may experience a change of direction.
- 3) Never attempt to overtake on a bend.
- 4) Always pay a visit to your car half an hour before you require to use it. You may find some of the tyres minus the necessary air.

Then a chapter on "The Motorist's Own Troubles" which alphabetically covers Bleeding to Wounds. I particularly liked this one in view of the recent weather, in Europe if not here:

SUNSTROKE – Bathe the head with brandy and a little water and give a teaspoonful internally at intervals until the prominent symptoms have abated. Then give 2 drops of camphor every half hour, followed after 4 or 5 doses by belladonna, 2 drops at same intervals.

The final chapter lists all current (then) makes of cars and the relevant Sternal oils to use. Again the list is alphabetical. Many I had never heard of. The two entries under N, I had – Napier and Nash. These following I hadn't (no maker for Q, X, Y, Z). I have only selected one make for each letter. You may need to type "motor cars" after to get a proper result.

Ansaldo, Bayliss-Thomas, Calcott, Diatto, Erskine, F N, Galloway, Hupmobile, Isotta Fraschini, Jewel Model D, Kissel, Lorraine Dietrich, Moon Motor Cars, O M, Phoenix, Reo, Salmson, Turner, Unic, Vulcan, Waverley.

Type some of them into Mr Google if you want to waste some time and revel in the glories of ancient autos.

Safe Driving.

Support Your Group

The Group Committee needs your help. An essential part of running the group is down to Committee members who volunteer their time to ensure that the operation runs smoothly.

The current Committee is listed elsewhere in this Newsletter, but we need more help.

**Are you a social media wizard? Could you help the Group?
Are you a wizard at admin? Could you help with some of ours?**

**These roles only require a few hours spread over the month.
Committee meetings are held 4 times per year and often on Zoom.**

**If you have questions or would like to discuss opportunities, please call
Sue McClung in the first instance on 07712 302509.**

Obscure Parking Rules you might not know.

Even the most experienced drivers could be caught out by some of the more obscure rules and regulations of The Highway Code, so IAM RoadSmart have rounded up some of the most unusual parking rules to help you avoid a hefty fine.

Don't save a space!

Using wheelie bins, cones or other objects to reserve a parking space near your house or workspace could see drivers fined as it may be seen as causing a dangerous obstruction on the road.

Leave the lights on

Vehicles parked on a road where the speed limit is more than 30mph, facing away from the traffic or outside of a designated parking area should, technically, have their side lights left on overnight, to help prevent a nasty collision.

Parking on a hill

Motorists are allowed to park on a hill; however, you must do a few things to ensure your car stays safe and secure while parked:

- Park close to the kerb and apply the handbrake firmly.
- Select a forward gear and turn your steering wheel away from the kerb when facing uphill. Select reverse gear and turn your steering wheel towards the kerb when facing downhill.

Don't cross the line

You must not park on a road marked with double white lines, even when a broken white line is on your side of the road, except to pick up or drop off passengers, or to load or unload goods.

Go Dutch

Ever heard of the Dutch reach? It's a safety technique for motorists that's been in use in the Netherlands since at least the 1970s. Its aim is to stop cyclists (and pedestrians) from being hit by car doors as they pass parked cars. The method involves opening the car door from the inside with the hand furthest from the handle. That gives you a chance to check your mirrors and blind spots for passing people or cars.

"With a host of new laws being proposed to ban pavement parking it's never been more important to keep up to date with current laws and best practice. A safely parked car is less likely to be hit by another vehicle or to mask a child or other vulnerable road user. You should give as much thought to how you leave your car parked as you do to driving it safely on the road."



Motor cars



Car and caravan, or motor caravan

AND NOW FOR SOMETHING DIFFERENT FROM THE TREASURER - HELP!

Some time ago in an earlier newsletter I mentioned my volunteering with a group affectionately known as **The Pharmy Army**. (with apologies to the ardent England cricket fans). This is part of the Severn Freewheelers who many will know as the "Blood Bikes" which is an emergency voluntary service and are the local group of the National Association of Blood Bikes. They offer a free courier service to hospitals in Gloucestershire, North Wiltshire, Herefordshire and Worcestershire. delivering medication and other medical supplies (blood, pathology, scans etc) in an emergency situation between the hours of 7pm to 7am every day.

The Pharmy Army have a similar and no less important role and was born out of the first lock downs when people were unable to move around. In our case we deliver medication from Gloucester Royal and Cheltenham General Hospital pharmacies direct to patients in their homes. We deliver on a Wednesday and Friday and only when there is some urgency for that medication – much of it is chemotherapy products. There is also an ad hoc requirement to deliver to the Neonatal Intensive Care unit at Southmead hospital.

WE NEED MORE DRIVERS! As original volunteers got back to work the number of people available to fill the rota has diminished and it is proving difficult on an increasing number of occasions to man the rota.

What is required – the rota is published well in advance and there is one slot for each of the 2 hospitals above. You decide which days you think you can do. If you are on the rota, you ring the appropriate hospital pharmacy at 12.00 noon to see if there is anything for delivery on that day and where they might be. Then using your own car, you collect any packages, sign for them, and venture out using the sheet detailing the recipient's names and addresses. It is important that the medication is actually handed over to the recipient and not just put through a letterbox or left elsewhere. Typically, there might be 3 deliveries, often there are none. Some of the routes can be somewhat diverse e.g. Forest of Dean and Chipping Campden, in which case if you feel you cannot do what is required you can refuse to take one or talk to your colleague at the other hospital who might be able to help. Once all the deliveries are completed just go home as there is no requirement to see if anything else is required.(mileage can be claimed).

So, if anyone thinks they might like to be involved and to find out more about a really worthwhile voluntary job just contact me and we can have a chat.

PS the accounts are in good shape!



MANY PEOPLE READ THE LAST PAGE FIRST, SO ...

FUTURE EVENTS

21st September

We will be supporting the Hartbury College Wellfest from 10.00 a.m.

23rd September

We will have a presence at the Gloucester Police Open Day,
Police HQ, Waterwells, Quedgley, Gloucester, GL2 2AN from 10.00 a.m.

**PLEASE FIND ROOM FOR THESE IN YOUR DIARY AND HELP US GIVE A
GOOD SHOWING TO THE PUBLIC**

7th October

Observer Development Day 2

Churchdown Community Centre,
Parton Road, Churchdown. GL3 2JH, 10.00 a.m.

14th October

INTRODUCTION TO ADVANCED DRIVING SEMINAR 4/23

Churchdown Community Centre, 9.30 a.m.—3.00 p.m.

26th October

A Talk on Blood Bikes
Churchdown Community Centre, 7.30 p.m.

30th November

The Annual Quiz by Robert Pepper
Churchdown Community Centre, 7.30 p.m.