

# IAM RoadSmart test report



Name	Simon Clayton	Member number	
Test type	Fellow Car Requalification	Examiner name	Ross Glover
Vehicle type	Car	Vehicle make	Jaguar
Registration number		Transmission	Automatic

## Competence levels 1 - 3

	<i>1 – commended</i>	<i>2- satisfactory</i>	<i>3- requires development</i>
Safety and legality	1	Gear changing	1
System	1	Use of gearbox	1
Observation	1	Acceleration / sense	1
Planning and hazard management	1	Mirrors / rear observation	1
Anticipation	1	Steering	1
Vehicle sympathy & eco driving	1	Braking	1
Positioning	1	Signals	1
Spoken thought	1	Knowledge	1
		Cornering	1
		Overtaking	1
		Restraint / progress	1
		Human factors & concentration	1
		Courtesy	1
		Slow manoeuvring	1
		Smoothness	1

## Results

Result	<b>First</b>
Test date	<b>26 Aug 2020</b>

## Comments

Simon arrived at the pre-arranged meeting point to carry out his Fellowship requalification drive in very good time and appeared to be nice and relaxed when we met. As we stood outside of his car, he was able to demonstrate a very good knowledge and understanding of his Jaguar, which was very well presented and clean for the test. He explained by means of POWDERY how he checks his car, explaining that he had been via the local Jaguar garage to check on his AdBlue content and tyre pressures, which he said required a couple of pounds of pressure putting in.

The weather conditions were ideal for the test with dry roads throughout the route and the sun was not glaring in the driver's eyes. The route consisted of A and B class roads with a number of village and town built up areas and was finished with an amount of dual carriageway driving. Prior to starting the route Simon went through his vehicle dash checks and explained them to a very high standard and completed a very good rolling break test, prior to joining the main road.

As soon as we started the test Simon began his spoken thought, covering all aspects of hazard perception in a concise and structured manner. It was obvious that he understood the benefits of being able to carry out good spoken thought in the manner in which he clearly demonstrated how the spoken thought and his driving were linked to planning, observation and anticipation and how he maintained a safe position throughout. This was very well demonstrated when encountering cyclists on some of the back roads, he ensured that he maintained at least a 1.5m gap between himself and the rider, passing them in a controlled manner, allowing the rider to feel safe in the passing manoeuvre.

He used his mirrors very effectively, which was evident in the manner in which he viewed all mirrors in turn and turned his head to look into each mirror, ensuring that he did not miss a potential hazard. This was very evident during the dual carriageway driving. Simon was driving at the National Speed Limit of 70mph and had positioned himself well in the left lane and was slowly catching a vehicle ahead. Simon started to carry out his spoken thought letting me know that he had identified another vehicle in the outside lane, which was coming at a greater speed. He adjusted his speed accordingly as to not cause a potential hazard with either the car ahead or car overtaking. As the vehicle passed Simon had placed himself in a very good overtaking position and demonstrated a very good overtake and pulled back in once he had passed the car ahead.

During the test route, Simon was able to demonstrate his ability to utilise the gears in a manual mode. He was able to display a very good understanding of his vehicle and how the manual gear mode would return to automatic during long straights, however, he was able to validate these skills during some of the tighter corners, where appropriate gear changes were required.

If there was an area in which I feel Simon could work on, it would be to try and view even further than he is currently doing. We discussed how lifting his chin a little more, could raise his vision even further and improve his planning. He commented that this was not always possible due to his glasses being bi-focal, but he was able to discuss the merits in raising his chin further and said that he would try it within his normal and observed driving.

Simon drove an exceptionally good drive for which he must feel proud and I feel would be an asset to any IAM group who required a calm and knowledgeable observer, as he is. I have no hesitation in passing him with a F1RST for his driving skills and wish him the best for his continued driving enthusiasm.