

**iam**  
RoadSmart

# FORWARD

Issue 10



The Newsletter for  
**Somerset & Wiltshire**  
**Advanced Motorists**

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# FORWARD

## Newsletter of Somerset & Wiltshire Advanced Motorists

www.swam-iam.org.uk

Registered Charity No 1050592

August – October 2022

Issue 10

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### Events Calendar 2022

**August** – no meeting

**Thursday, 15 September**, 19.00 for 19.30: Welcome back event at Beckington Memorial Hall\* with a Question and Answer session. This is an opportunity to meet your committee and other members and there will be a panel of experts to answer your questions about driving; these Q&A sessions are always popular.

**Saturday, 15 October**, 13.00: Visit to the Skid Pan at Castle Combe Racing Circuit. There are 12 places available on this course. Please see page 9 for more information.

**Wednesday, 19 October**, 19.00 for 19.30: Night driving evening at Beckington\* with a half-hour talk about how to drive at night, followed by a driving practice opportunity.

**Thursday, 17 November**, 19.00 for 19.30: Zoom meeting. A representative of Avon & Somerset Constabulary's Road Safety Unit will speak to us about some aspect of the unit's work.

**December** – no meeting

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

## Editorial

Welcome to our latest issue of *Forward*, and a big thank-you to Robin Clark for providing a new look to the newsletter. Our main news is that John Morley has taken the decision to retire from his position as Chairman of SWAM at the end of August for personal reasons. We are grateful to John for all he has done to help SWAM get started, under difficult circumstances because of the pandemic, and we wish him well. Please see his message on page 5.

We are looking into how we can make our events more attractive to members and would like your input, please. Please read the letter from Rosemary Tandy, our Secretary, on page 5, asking for your help and explaining what we are thinking so far, but we really need to know what **you** want. We look forward to receiving your replies.

In both John's and Rosemary's letters there is a request for anybody who would like to serve on the committee to get in touch. It is important that the committee doesn't become stale through lack of new blood, so this is a golden opportunity for you to have a say in how the group is run and contribute to it.

The letter from Jack Iason in the last issue of *Forward* on the Hierarchy of Road Users in the new Highway Code has provoked quite a response and there are several letters on the topic included in this issue (see page 11). There certainly seem to be some problems relating to how it works in practice, and we would be interested in your observations as well, as drivers, cyclists and as pedestrians.

We had a moderately successful outing to the Bath Festival of Motoring in June (see page 10), given the poor weather on the first day. The Sunday, however, went well and we succeeded in our mission to spread the word about advanced driving. At the time of going to press, we are looking forward to the Middlewick House Open Garden event at the end of July, hoping for good weather, but not too hot!

You will see more profiles of committee members, your Secretary and Treasurer, in this issue. We want to get to know our members and to feel that you get to know a bit about us, in particular what drew us to advanced driving in the first place.

On page 9 there is an invitation to take part in a visit to the Skid Pan at Castle Combe Racing Circuit. Numbers are limited so, if you wish to take part, please contact Peter Huntington asap.

You may notice a difference in the way text is laid out in this issue of *Forward*. It has been pointed out to us that having text in columns makes it hard to read on a screen, especially on a mobile phone. This is not something which had occurred to us before, so apologies if you have been having difficulty and we hope you find this issue easier to read.

*Clare Hogg, John Morley, Sue Phillips*

**The next edition of *Forward* will be published in November 2022. Please submit motoring-related articles and / or digital photographs to the Editors (*who reserve the right to edit them*) by Friday 7 October at the latest. Names of authors and their home addresses should be disclosed to the Editors who will withhold them from publication on request.**

## A Message from the Chairman

Dear Members,

For those of you who may not have seen my email dated 19 July, I wish to inform you that I shall be resigning from the post of SWAM Chairman on 31 August. I have made this decision after much thought, but for personal reasons I believe that I cannot continue to undertake the various tasks required of the Chair. Also, I shall reach the age of 80 in January, so I believe it is time to make way for someone who is younger.

During my time as Chairman, I have been supported by a professional and proactive team of committee members, and I wish to express my appreciation for the work that they have done, and for their friendship.

As the post of Chair will become vacant on 1 September, the group now needs to find a new individual to undertake the role. If this is not possible by that date Lindsay Flower, my deputy, has agreed to provide cover until a suitable candidate can be found. If you think you would like to undertake the task, and wish to be considered for the post, would you please inform our secretary Rosemary Tandy, via email at [secretary@swam-iam.org.uk](mailto:secretary@swam-iam.org.uk), or telephone 01985 846643.

I have to say that it has been a great honour to have been the first Chairman of SWAM, and it is my intention to continue to support the group for the foreseeable future through my membership, and Observer duties.

Yours sincerely,

John Morley

## A Letter from the Secretary

Dear Members

Your Committee will very shortly be looking at events/meetings for 2023.

If you remember, in my report for the AGM in March I mentioned that we often get very poor attendance at our group meetings, which is a great shame as we go to great lengths to engage interesting speakers, who usually make no charge.

I would like you to give us some feedback on how you would like 'Your' events to be run; what sort of activities, who you would like as speakers and on what subjects. Are you happy with the third Thursday of each month (except for December and August)? Would you prefer every other month? You will have noticed that we are already making changes to the Thursday pattern by having our October meeting on a Wednesday. This is to allow members who are otherwise engaged on a Thursday to attend and is one way in which we are trying to be inclusive. Please do give us your honest opinion on how we run the group as without your input we cannot improve. It is after all your group. If you prefer to be anonymous that's fine.

Finally should any of you wish to be a member of our committee, please let us know.

Happy Motoring

Rosemary

Secretary Somerset and Wiltshire Advanced Motorists

[secretary@swam-iam.org.uk](mailto:secretary@swam-iam.org.uk)

## Profile of Rosemary Tandy — Secretary of SWAM



### **Who Am I**

I am 79 years old with two fantastic sons, two daughters-in-law and six wonderful and amazing grandchildren.

### **My Role as Secretary** is to:

prepare the Agenda for monthly committee meetings;  
keep records of SWAM committee meetings and all SWAM documents;  
respond to any queries from potential and existing members;  
uphold the aims of IAM RoadSmart and SWAM;  
provide support to my fellow committee members;  
attend events to promote IAM RoadSmart and SWAM and find speakers for group meetings.

### **Where am I based**

I live in Warminster.

### **How did I get involved with the IAM**

I went to a WI/IAM day at Haynes Motor Museum where we had talks on advanced driving and a taster session. I signed up there and then as it was something I had always wanted to do. I was given Lindsay as my Observer and got the IAM bug. I was deputy secretary to Lindsay at BADAM and now I am secretary with the merged group.

### **What car do I drive**

I drive a VW 1.6 Polo SEL. I love my car; having had Golfs previously I was worried the Polo would feel small, but it doesn't. It feels very safe and it looks very smart and goes like a rocket. Obviously, I NEVER exceed the speed limit!!

## Profile of Clare Hogg — Treasurer and Newsletter Editor of SWAM



### **Who Am I**

I am 76 years old. I have a son who lives near Gloucester with his wife and two children, and a daughter who lives in Spain with her husband and two children.

### **My Role as Treasurer** is to:

provide regular and accurate reports to the group committee every month, and present the accounts to the AGM for endorsement;  
provide data to the group Secretary as required by IAM RoadSmart;  
advise the Membership Secretary of all group subscriptions received;  
ensure the financial stability of the group.

### **My Role as Newsletter Editor** is to:

ensure the newsletter is produced in time for printing and distribution at the appropriate time.

### **Where am I based**

I live in Shepton Mallet.

### **How did I get involved with the IAM**

After my husband died and I was driving long distances to visit my children at university, I decided I wanted to drive as safely as possible and a friend recommended the IAM to me. I took my test with BADAM and a year later qualified as an Observer. I then joined the committee as Treasurer, and became involved with producing the BADAM newsletter when the previous editor retired. I have retained both these roles with SWAM.

### **What car do I drive**

I drive a Mitsubishi Mirage and I am very happy with it. I chose it because it has various eco features, including Auto Stop & Go, and is zero rated for road tax.

## Group News

Lindsay welcomed everyone to the April meeting and introduced Shaun Cronin of IAM RoadSmart who was to talk about electric cars.

Shaun began by giving some background information about himself. He retired from the Police Force in 2014 after 30 years' service, 20 of them in the Traffic Division. He was involved in setting up the Under 17 Car Club. A year after his retirement he was invited to join IAM RoadSmart as the Regional Service Delivery Manager (South), a role that involved driving and riding and talking about driving and riding. As the country emerged from Covid, he did the Observer requalification.

Shaun spoke about the Principles of Advanced Driving and the drive check undertaken before each drive, and how this is affected by driving an electric car: the main change is that for P, Power replaces petrol and consider whether you have sufficient range.

He suggested a further mnemonic, OAP, for reading roads and anticipating hazards:

Observation – ahead, to the sides and in your mirrors;

Anticipation – how will what you see affect you?

Planning – how will you deal with the worst case scenario?

When negotiating hazards, IPSGA remains paramount, but Gears are Modes in electric vehicles so drivers must ensure they are in Drive at the right time, and an appropriate degree of Acceleration should be applied.

Shaun proceeded to talk about his car, a Kia Niro PHEV 3. His plug-in hybrid is a stepping stone to a full electric car. It is a 1.6 GDI (Gasoline Direct Injection), with a dual clutch transmission for EV (Electric Vehicle) and HE (Hybrid). It has a battery pack with a lot of individual cells. It has a large range of specifications including: ABS, ESC, FCA, HAC, LEA, LKAS, MDPS, HSW, AC (Adaptive Cruise). It costs £32,745 on the road, whereas the Tesla is between £42,000 and £49,000.

Under the bonnet, the petrol engine and the electric engine have their own coolant systems. He can use a paddle shift or regenerative braking and one pedal driving. He was asked if regenerative braking is braking or acceleration sense and replied that it is classed as acceleration sense. Charging takes four hours on a domestic plug and he remarked that it is advantageous to start off with a full battery. Shaun said that the best place to charge the battery is at home. Podpoint at Tesco is free but very slow, and public charging points on the road are very expensive. The Kia model has an EV range of 36 miles, which covers 80% of commuting journeys, which are 10-15 miles each way. Short journeys are more economical, when he can achieve 190 miles to the gallon, whereas longer journeys, using hybrid, manage only 40 miles to the gallon. There is, however, a loss of range in the winter when the battery is cold. An app on Shaun's phone controls the pre-heat function – telling it when to heat the car and the steering wheel before journeys on cold mornings! No duty is paid on electric cars. They need very little servicing and the brake pads last the life of the vehicle. New petrol and diesel cars will be phased out by 2035.

The Offside Rule was then addressed, and the question of when it is permitted to do it. The following examples are not regarded as offsideing:

adopting a straight line through a series of bends where you have a clear view of the road and the road surface, if road markings allow, i.e. 'The road is mine until the loss of vision in 400yds, my mirrors are clear so I am adopting a straight and stable course.';

opening up the radius of a bend where vision is available of any potential oncoming traffic or other hazards on a generally open road;

moving out to make a planned safe overtake and then finding yourself with a fantastic view which allows you to maintain your progress before returning to your own side of the road.

So, what is offside? 'It's moving to the offside of the road across either centre- or hazard-line markings on the approach to a left-hand bend where you do not have a view around the bend.

'Generally it is an attempt to encourage the limit point of vision to match/open quicker and allow a greater speed of approach.' [This is a quote from an article by Shaun in the RoadSmart magazine in 2018. To read the full article go to:

[https://issuu.com/advanced\\_driving/docs/iam\\_spring18/46](https://issuu.com/advanced_driving/docs/iam_spring18/46)]

Ask yourself: is it safe and is it legal? Ask yourself: what advantage is there to offside, or are you doing it just to show off? Make sure that all the road ahead is clear and that there is no dead ground where a hazard may be hidden. Remember the motto: never put your car where your eyes haven't been. You must always be able to return to your own side of the road within the distance you can see to be clear.

Be aware of the perception of other drivers so, if there is a car behind you, be aware that the driver might be perturbed by what you are doing. Consider whether you would make the manoeuvre if there was a police car behind you. Above all, never sacrifice safety for any other advantage.

There is an acronym, SLAP, that will help you decide when you can apply the offside rule in safety but to reiterate, we never simply 'offside' on the approach to a left-hand bend.

**SAFE** – is it safe to do so? (Considering the view available and any hazards)

**LEGAL** – Is it legal to do it? (Road markings)

**ACHIEVE** – Does it actually achieve something? (Or are you just showboating)

**PERCEPTION** – What is the perception of another road user of your actions?

Lindsay thanked Shaun for his talk and wished everyone a safe journey home.

## Summer 3-in-a-car Events

During the summer SWAM has held three 3-in-a-car events to give Observers, Members and Associates a chance to go out with National Observers who could give them feedback on their driving. These events were held at Beckington Memorial Hall instead of meetings in the Hall, and have been enjoyed by those who joined in. There was an opportunity for a chat and refreshments, beautifully served by Penny and Rosemary, after the drives, and it was a golden opportunity to ask questions about advanced driving as well as to get to know each other better.

The meetings began in the car park at Beckington Memorial Hall and Peter Huntington organised those present into groups to go out in cars for a drive, with at least one National Observer in each car to give their expert guidance. Peter provided maps of suitable routes for those who did not know the area well. After about a half-hour drive, each group moved to a different car so somebody else could drive. This might be another member or a National Observer giving a demonstration drive. In this way everybody got a chance to drive if they wished or to observe a drive.

Attendance at these events was in the mid-teens which is disappointing, with very few Associates attending. We shall be arranging more of these events in the future and we hope that more Members and Associates will attend them as we can all benefit from taking part.



Peter Huntington has written a description of his drives with Chairman, John Morley, at the June meeting which shows how you can benefit from being in a different car from your own.

“I went out with Chairman, John, and he took Observer duties for the first 25 min drive in my Chrysler Grand Voyager, which is basically a panel van with lots of trim, sloppy American autobox and comfort suspension. We had a timely drive and John was very helpful with his comments.

“Next, to John’s BMW. What a difference – a crisp 8-speed autobox with lots of modes including the responsive sport mode, and manual sequential option via the gear lever, or paddles.

“The car has an extensive package of features, some of which are detailed below:

“It is a Mild Hybrid car that has a 2-litre turbo powered diesel engine producing 190 bhp, with a 0-60 time of 6.9 seconds, and a top speed of 149 mph. It has been recognised as the leader of its class compared with other major manufacturers, and its handling on demanding roads is exceptional, aided by its adaptive ‘M’ suspension. When the transmission is set to ‘Adaptive’ the car uses the satnav system to read the road ahead to adjust the car’s handling, enabling it to safely negotiate bends.

“The car’s Mild Hybrid technology provides assistance when cruising, and this produces an approximate combined consumption of 48 mpg.

“It also had a fascinating full-colour Head-Up Display that projects drive and multimedia related information onto the front windshield of the car. The Head-Up Display is located directly in front of the driver’s line of eyesight on the front windshield and gives the appearance that the information is hanging in the air just in front of the bonnet.

“The projected data can include various driving status, system warnings, mapping information, directional messages, speed and speed limit, safety camera countdown, and even multimedia information etc.

“The Head-Up Display enhances the safety of driving by allowing drivers to keep their eyes on the road and process information 50% faster (according to BMW).

“The car is connected to BMW via Connected Drive, and this enables updates to be download to the car’s technological package.

“We had a lovely drive following the reverse route and John kindly listened to my debrief.”

## Skid Pan Course — Saturday, 15 October 2022

Peter Huntington has organised a visit to Castle Combe Racing Circuit for 12 members to take part in the Skid Pan Course there. The event will take place on Saturday, 15 October, starting at 13.00. As numbers are limited, please let Peter know as soon as possible if you would like to attend. You can contact him by email at [membership@swam-iam.org.uk](mailto:membership@swam-iam.org.uk), or by phone on 07703 000263. The normal cost of the course is £110 but SWAM is offering a discount of 10% so the cost to members will be £99. We feel that this opportunity to do the course will be of benefit to our members so that we are more prepared for winter conditions on our roads.

Drive-Tech, who runs the courses, says this about the Skid Pan: ‘This is a realistic and effective process of learning Skid Control techniques and the ideal safe environment to test your handling skills. Our Skid Control course is great fun and an educational must for all drivers! You will be driving standard road cars and our experts will show you how to react to adverse conditions and put you back in control!’

Please contact Peter if you wish to take advantage of this offer. Remember numbers are limited but if there is sufficient demand, it may be possible to arrange another visit.

# Bath Festival of Motoring — June 2022

SWAM attended the Bath Festival of Motoring on the Saturday and Sunday with our gazebo and Robin's magnificent Mustang beside it. Whilst we might not have been in a prime location, we were sited opposite the Supercar Rides marquee, which provided some loud soundtracks over the course of the weekend and drew visitors to our part of the site. The Mustang also attracted interest and gave us an opportunity to engage with the public.

The weather on the Saturday was definitely not the best with a cold wind and plenty of rain so the attendance overall was down on what was expected that day. However, we did hand out plenty of taster session leaflets and hope that some of these might be



Rosemary talks to a potential Associate with the Mustang behind

followed up. On the Sunday the weather took a turn for the better and a much more successful day was had. Again, lots of taster session leaflets were handed out and we hope our Observers will be soon be taking out potential new Associates.



A new Associate signs on the dotted line

Everybody who was helping took the opportunity to have a look round the site and there were some very attractive cars to look at.

A big thank-you to all who helped over the two days, especially Dave Edwards who organised the event for us. Andy Poulton and Robin Clark were there both days and John Blakeley, Clare Hogg and David Moreman on the Saturday, with Lindsay Flower, Peter Huntington and Rosemary Tandy there on the Sunday. An extra special thank-you goes to two members of the Bristol IAM group, Alex and Peter, who stepped in to help Robin Clark erect the gazebo on Sunday morning in breezy conditions. Lansdown can be rather a windy location!

Overall it was a successful weekend and we have every intention of returning next year.



It's not every day you can go for a ride in a vintage Rolls Royce!

A selection of the cars on offer



It was a good turnout by the Morris Minor club



A lovely old Pontiac

## Welcome and Congratulations

### ***We Welcome New Associates***

<b>Callum Chamberlain</b>	[Observer: Mark Ellis]
<b>John Fitzgerald</b>	[Observer: David Major]
<b>David Norman</b>	[Observer: Harry Lawrence]
<b>Elissa Sherwell</b>	[Observer: John Blakeley]

### ***We Congratulate***

#### ***IAMRS Test Pass***

<b>Ben Davis</b>	observed by Paul Pywell
<b>Josh Paget*</b>	observed by Lindsay Flower

\*F1RST pass

#### ***IMI Local Observer Qualification***

<b>Robin Clark</b>	mentored by Lindsay Flower
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## Letters to the Editor — Hierarchy of Road Users

We have received a number of replies to the letter from Jack Iason in the last issue of *Forward* about the Hierarchy of Road Users in the new Highway Code, and a big thank-you to those who have responded. All our members are, of course, drivers as well as pedestrians, and possibly cyclists and horse riders too, so we are looking at the question from both sides.

From Annie Allan

I'm furious about some of the changes to the Highway Code, and ironically they are already affecting me adversely as a pedestrian.

Out walking yesterday I began to feel a duty to stand well away from the kerb when crossing side roads at junctions as a number of motorists had stopped for me, making me feel that I needed to cross swiftly to get out of their way. I much prefer to wait until the road is clear of traffic and then cross at my leisure.

The worst example I witnessed was a car turning right from a very busy main road into the side road that I was waiting to cross (there was traffic approaching from the other direction in the side road). The car turning into my road found a gap in the oncoming traffic and started to turn, but on seeing me waiting to cross, the driver stopped abruptly, almost causing a crash with a driver approaching from the other direction on the main road. I felt the need to run across the road to

let the waiting driver proceed – not the leisurely walk I'd planned!

I was surprised how many motorists were aware of the changes and were enacting them. My experiences so far (only as a pedestrian) have not been good. I'm attending a SWAM meeting in a few weeks' time and I hope to be able to seek the other members' views on the subject of the Highway Code changes whilst I'm there.

PS Since writing this I've had numerous forced rushed road crossings as a pedestrian, and on a couple of occasions I've witnessed near misses, as vehicles following cars that have stopped for me have braked hard to avoid hitting them.

I walk about fifty miles a week and cross a lot of roads!

From Robin Clark

I do have some empathy for Jack Iason's dog-walking experiences. Given the new rules and guidance it is frustrating when as a pedestrian you can be standing by the roadside at a junction with no-one seemingly aware that you have priority. However, from a driver's (or indeed cyclist's or horse rider's) perspective it can be equally frustrating. I often see pedestrians seemingly preparing to cross the road – but with their heads either in the clouds or in their phones. More than once I've stopped ready for pedestrians to cross before they've even looked up. And that's a worry. Pedestrians being included in the Hierarchy of Road Users makes them.....yes, ROAD USERS.

I would love to know how many non-driving pedestrians (as well as cyclists and horse riders) have read the new Highway Code – indeed any Highway Code for that matter, particularly school children. In fact I am sufficiently concerned about this that I have asked our Group Chair to raise this matter at a live IAM RoadSmart Question Time on 21 July, when the IAM Senior Leadership Team will be on hand to answer any burning questions. After all, my understanding is that IAM RoadSmart backed the government's proposals to introduce the new regulations. The problem appears to be largely HOW the changes have been introduced. I will try to ensure that IAM RoadSmart's response is fed back to the group members.

I do baulk at simply blaming the Police or the Councils. Whilst they do have a responsibility, they simply do not have the funding and thereby resources to respond to the issues arising. To my mind the whole affair requires a structured awareness campaign, which could arguably be undertaken at schools across the country. The potential for widespread word-of-mouth information emanating from the students to their parents, relatives and siblings is huge. And IAM RoadSmart could play a big part in spreading the word. In so doing it would also provide a kick-start not only for pedestrians, but also for young cyclists as well as those learning to ride horses. IAM RoadSmart's Mission is to Make Better Drivers and Riders. I believe it is time to expand the stakeholders and include all road users – but I stress those are my views.

All of us were young once and if clear guidance can be instilled at that tender age then it can serve you well for the rest of your life.

From Clare Hogg

I see a big problem with cars waiting for pedestrians to cross roads both from the pedestrians' and the drivers' points of view. There is a particular issue when there are children involved. Children are taught the Green Cross Code, and encouraged to wait until the road is clear before crossing. When cars wait for them, they cross in front of a car. This is all right when they can see that the driver is waiting, but it might encourage them to cross even when the car is not going to stop, and this is potentially very dangerous. It is going to be very confusing for children. There is

an added issue, both with and without children, which is that if the pedestrian cannot see very well, and can't see for sure if the driver is waving them across, what do they do?

This brings me to another aspect of the driver waiting which reminds me very much of not flashing headlights to tell another car that you are waiting for them. This can be dangerous because you can't always be sure that it is safe for the oncoming car for reasons that you can't see, and therefore we, as advanced drivers, are told not to do it. The same situation can arise with pedestrians. I recently saw two pedestrians waiting to cross and slowed down for them. Then, both they and I saw oncoming cars which made it unsafe. Fortunately, they saw the cars as well and waited. We waved at each other in a friendly fashion, but it might have ended differently if they had tried to cross the road.

What advice would IAM RoadSmart give in these situations?

*[Editor's note: If you have any further contributions to make to this discussion, please keep them coming. We will let you know if there is any response from IAM RoadSmart.]*

## Skill at the Wheel—8 by Andy Poulton

### **HAVE YOU BEEN WARNED OFF?**

Or

### **Are you switched on?**

Okay let's get to the point. We are talking about your *WARNING LIGHTS* on the dashboard or in the car.

Let me start with saying that you will be unable to take the test if any warning lights are displayed (MOT failure). We are open to consultation re this but NOT on the day when you turn up unless it has just happened.

Some of the usual ANECDOTAL evidence. FYI.

We set off and had been driving for 30 minutes when through the steering wheel past the driver's hand a red light glowed. Looked like an AIRBAG icon.

I queried this. The driver said 'Oh it's okay it's just the passenger's air bag fault'.

*[Oh, good, that means me then? Er.. end of test!]*

Next candidate had what was an ABS icon illuminated.

I queried this. 'Oh, it is a bit of damp in a connection to a sensor under the driver's side carpet'.

*[Oh, good that means us in an emergency then, will it work or not, which wheel or not; end of test!]*

Next had an ECU or ECM engine management light on.

I queried this. 'Oh. It keeps coming on and going off. It stayed off for the MOT otherwise it would have failed. The garage said it's okay!'

*[Oh, good that's us in lane three then, on an overtake, accelerating out of a hazard or danger, it goes into 'Limp Home Mode' with drastically reduced power; end of test!]*

Lastly had a rare (odd) one. 'Amber' coloured, battery, 'thingy', with wings! (You know the one Mr A.C.)

I queried this. 'Oh, that's a stop-start fault or battery just below full charge.'

[Oh good, that's us then. Couldn't care less. Drive on. Passed with a F!RST][ Then Masters Passed with distinction.] [YES Mr A.C. you know who you are ha ha,]

That brings me on nicely to the colours. Remember

PSI

**REDS** are Primary

**AMBERS** are Secondary

**OTHER COLOURS** are Information.

If anything glows **RED** then you need to stop ASAP and investigate the cause. (Or the whereabouts of the AA card.) [Other breakdown organisations are available.]

If anything glows **amber**, make a note and deal with it ASAP. Could be a low fluid level of non-damaging sort or something similar.

The other colours are generally informative such as **indicators** or **headlight main beam**, or even **Auto Parking brake** activated for example (instead of normal parking brake).

As an ex-Police Driver Trainer and Examiner, it is down to me (but should be you) to ascertain what ALL the icons mean and their function. In case. It's also my hobby and interest – NO not icons but the Manual to inform me what they all mean.

So, to help you all I have attached a recent pull out from a Daily Paper, and a couple of updates, for EV's and a dopey/bizarre/ surreal answer to the shape of the ECU or ECM Icon!!

1) Fog light (front)	13) Ignition switch warning	26) Trailer tow hitch warning	39) Airbag warning	52) Bonnet open
2) Power steering warning light	14) Key not in vehicle	27) Air suspension warning	40) Handbrake warning	53) Low fuel
3) Fog light (rear)	15) Key fob battery low	28) Lane departure warning	41) Water in fuel filter	54) Automatic gearbox warning
4) Washer fluid low	16) Distance warning	29) Catalytic converter warning	42) Airbag deactivated	55) Speed limiter
5) Brake pad warning	17) Press clutch pedal	30) Seat belt not on	43) Fault problem	56) Suspension dampers
6) Cruise control on	18) Press brake pedal	31) Parking brake light	44) Dipped beam headlights	57) Oil pressure low
7) Direction indicators	19) Steering lock warning	32) Battery/alternator warning	45) Dirty air filter	58) Windscreen defrost
8) Rain and light sensor	20) Main beam headlights	33) Parking assist	46) Eco driving indicator	59) Boot open
9) Winter mode	21) Tyre pressure low	34) Service required	47) Hill descent control	60) Stability control off
10) Information indicator	22) Sidelight information	35) Adaptive lighting	48) Temperature warning	61) Rain sensor
11) Glow plug/diesel pre-heat warning	23) Exterior light fault	36) Headlight range control	49) ABS warning	62) Engine/emissions warning
12) Frost warning	24) Brake lights warning	37) Rear spoiler warning	50) Fuel filter warning	63) Rear window defrost
	25) Diesel particulate filter warning	38) Convertible roof warning	51) Door open	64) Auto windscreen wiping



**QUESTION**

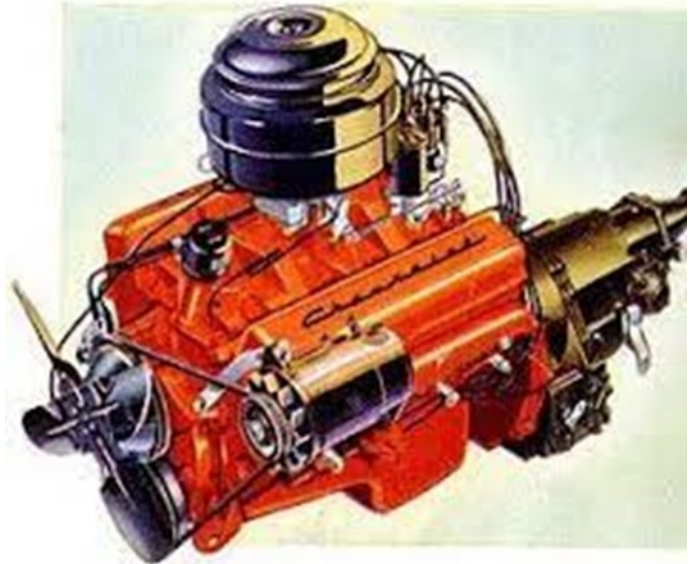
What new warning lights have hybrids and electric cars given rise to?

David Potts, St Albans

**ANSWER**

One of the strangest has to be the Nissan Leaf's tortoise light. It means the car has limited power. Another is the Renault Zoe's battery with a thermometer through it. It's telling you the temperature of the traction battery is either too low or too high and that you must reduce your speed. A third is the plug and cable light that's telling you the car is still connected to the charger. Wonder what would happen if you sped off? **JE**

A dopey/bizarre/surreal answer to the shape of the ECU or ECM Icon. See No 62 (Engine/Emissions warning) above and THIS below. It is based around a 1950's Chevrolet small block V8 with a cooling fan, Pancake air filter and a centrifugal fluid flywheel (and 3 speed Torqueflite gear box).



*PLUS, some other dopey ones. Please do not believe these!*



Safe Driving

*Andy Poulton*

Examiner (Region 1 South West)

# Competition Corner

## Caption Competition

Here's a fabulous moment from one of our outdoor events earlier this year. But what exactly is going on?!!

***Enter your best caption to be in with a chance of winning a prize.***

Please send your entries by email to: [newsletter@swam-iam.org.uk](mailto:newsletter@swam-iam.org.uk), or post your entry to: Clare Hogg, 4 Great Ostry, Shepton Mallet, Somerset, BA4 5TT.



### **PLEASE NOTE**

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