

## Chairman's Report 2023 AGM

**Overview** - A year hit by cost of living crisis especially high fuel prices.

Having to organise events took me away from time to spend on management of the Group and a focus on some of my aims for the Group, many of which became just pipe dreams!

The Group needs new members and especially committee members to spread the load of the stalwarts of this Group.

I still struggle with Members not wishing to go for Fellow membership to keep their Advanced Driving skill fresh and up to date.

It's great to see new observer Jonathan Evans joining the fold.

I would suggest that some thought is given by the new committee to training of Observers to a level of Chief Observer and Masters mentors, in order that the Group can offer Masters training from a number of people.

### Events

February - Visit to Haynes

March - Hinkley

May - Skills Night

June - Show and Tell evening

July - A303 presentation

August - Observer training day

September - Yeovilton

October - Quiz Evening

Thanks to all those who have attended events this year, participating, attending, presenting or organised.

### Associates

Seven Associates have taken the advanced test this year to become Members. With three F1RST passes.

Rosemary EVANS 09/02/2023 F1RST

Judith LEVETT 16/02/2023 PASS

Jonathan EVANS 22/02/2023 F1RST

Stan MARTIN 20/06/2023 PASS

Joshua LEVEY 18/08/2023 PASS

Robert BROWNING 27/09/2023 PASS

Susy HANSFORD 16/10/2023 F1RST

### Committee

Thanks for all the hard work this year, there has been a lot of effort put into getting Associates backlog addressed and bring Observers back into action following the pandemic.

Increasing the time between committee meetings was, in hindsight, probably not the best format.

Thanks go to Andy Bourne for undertaking the role of Secretary for the year.

Thanks to those on the committee who have helped organise and run events. Especially those who have had to stand in for me on several occasions.

### Sign off

It's has been a challenging year for me personally and as Chairman; hopefully our numbers will grow, and the Group can move in new directions to enhance Road Safety in the Wessex Group Area.

We need new committee members, new observers, new members to grow the Group.

I will step down as Chairman and from the Committee for a few months, it's over to Barry as I head for the back roads. I wish the new Chairman all the best.

Mark Stephenson FIAM

Chair WAM 2023

## Editorial

We STILL have no newsletter editor so here is another bulletin to keep you informed and make another plea for someone to come forward and compile the various contributions into one document. It's your group, there is a small core of members working hard to keep it going, help new members pass their ADT and provide interesting meetings; it doesn't seem too much to ask that someone else comes forward to be newsletter editor.

David

## From the incoming Chairman

Hello everybody and welcome to our refreshed bulletin! I'm pleased, honoured and not a little surprised to announce that at the 2023 AGM I was elected Group Chairman taking over from my friend and predecessor, Mark Stephenson.

Before I go any further, I'd like to thank Mark for doing such a bang-up job of heading up the group over the last 2 years. During his time at the helm he has been a breath of fresh air and brought enthusiasm, debate and a new dynamic to the Committee. He was the driving force behind the highly successful 'Show & Tell' where members wax lyrical about their cars old or new and the evening finishing with a trophy award and buffet. He also introduced the long over-due idea of rotating our meeting points around our patch to ensure that those living in the south of our area don't always have to travel to Hatch Beauchamp to meet up. (Two initiatives that I fully intend to continue over my tenure as Chairman).

So may I take this opportunity of saying to my friend and erstwhile chief, thank you for all of your help, guidance and leadership over the last 2 years. You'll be missed and will certainly be welcomed back with open arms should you wish to!

One of Mark's last duties as Chairman was to present Pauline Wills our Associate Co-ordinator, with the Chairman's Award for outstanding service to the committee. Many, many congratulations, Pauline, on such a very well deserved award. We're all enormously grateful for your input on behalf of the Group, the Associates and the Observer's. Thank you Ma-am, very much!

II

The new committee line-up is as follows:

Barry Keenan	Chairman	New in post
Andrew Griffiths	Vice Chairman	New in post
David Walton	Secretary	New in post
Isobel Jennings	Treasurer	No change
Pauline Wills	Associate Coordinator	No change
Mike Wotton	Support Officer	No change

II

Due to a hiccup with the accountants, sadly the Group accounts weren't ready in time for the AGM so in order to hear the Treasurer's Report and to 'Adopt the Accounts' we'll be holding an Extraordinary General Meeting on Wednesday 17<sup>th</sup> January 2024.

This EGM will be on our 1<sup>st</sup> Member's Evening of 2024 and will take up about 10 minutes or so before we introduce our guest speaker, Stuart Ashcroft. (I haven't heard back from him yet, so fingers crossed).

II

As we head towards 2024, I'd like to appeal to all our members to consider joining us on the committee to help shape and drive forward our group, not just for the coming year, but for our long-term future.

With that in mind, I'd be very grateful if you would consider the skills that you have and see where they can be used in helping steer the group. We're looking for people with, but not limited to, the following skills & knowledge:

- Leadership
- Motivation
- Communication
- Organisational
- Financial management
- Marketing & social media.

More than anything we need people with bags of ideas and enthusiasm. We meet for a couple of hours every other month, so the pull on your time shouldn't be too onerous. And... You'll be made very, very welcome!

Our continuing aim for 2024 is to encourage more Associates to join the Group and educate them in Advanced Driving so that we can make Somerset's roads a safer place for everyone.

To that end, if you know of anybody who'd like to join us, please point them in the direction of our website at [www.wessexam.uk](http://www.wessexam.uk) or ask them to email Pauline Wills on [coordinator@wessexam.uk](mailto:coordinator@wessexam.uk) to find out more about the group and how they can join.

As you'd expect, we're also planning a full program of speakers & entertainment throughout the year so check out our Events page for more details so you don't miss out!

I'm very much looking forward to seeing you throughout the year,



## I Passed

I have wanted to study for the Advanced Driver test since I was in my 20s but there was never the time, or the money and I was struggling to run a home & raise my children. Now many years later, I have more time and the children have their own homes and families. I was overjoyed when I was bought an IAM voucher as a Christmas present.

I did my Observed Drives with David, and I watched my petrol consumption improve. My overall average has risen from 32MPG to 36MPG in almost a straight line. Same car, same journeys, but improved anticipation.

I took a pre-test; it turned out to be my 1<sup>st</sup> pre-test because I shook like a leaf, and I'd failed before I'd even left the car park. It was awful. I was so nervous and needed some serious tranquilising to calm down. The chemist recommended an herbalist who recommended the shop over the road where they sell some derivative of cannabis. I thought that this would not be a good idea, in fact I thought it would be a very bad idea.

The next WAM meeting was advertised as a Skills Evening. I had no idea what that was. Perhaps it's a Scalextric track, pushing Dinky Toys around a table or a quiz. But when I arrived, I found that I was to actually drive my own car around a complex course reversing into garages, navigating slaloms and the like. I couldn't believe it when I discovered that I'd won. I expected a simple "well done", but I was also awarded a cup and it's magnificent 😊. It even has my name engraved on it. This was what I needed.

My 2<sup>nd</sup> pre-test went smoothly, I was relaxed, and my test was booked.

The test went well and I passed; well, I do know all about slaloms now!

I am very happy about passing and have been telling everyone I meet. Even my wife's friends are telling other people.

On the way home from last month's quiz night, while passing a pub, a car shot out of its very obscured car park entrance and filled the entire road. Had I not signed up, read the books, taken the ODs, etc etc. I would have hit him. There's no question about it. There would have been nowhere for me to go other than into the side of him. I am so grateful to David, Barry, and Andrew for teaching me to look further forward and anticipate better. In fact, I stopped short, there was no incident and I continued home safely. Thank you again!

I'm so excited and I feel a bit like my face flannel. So old that it's starting to fray around the edges, but so young that it is still leaking dye.

Have I mentioned that I passed?

Robert Browning

Seeing the bizarre covering of the rear window below has stimulated me to do this flyer for circulation as you see fit.



**Regulation 30 of the Road Vehicles (Construction and Use) Regulations 1986 (SI 1986 No. 1078 as amended) requires that:**

**(3) 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.**

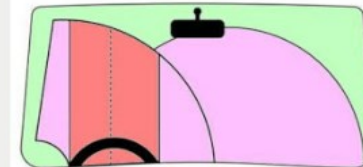
In practice, the annual test will check that items placed in or stuck to the windscreen or surface damage, cracks or discolouration in the windscreen do not seriously obscure the vision of the driver. In order to better define what maybe permissible the windscreen is divided into zones:

Zone A is a vertical area 290mm wide, centred on the steering wheel and contained within the swept area of the windscreen (this area is 350mm wide on vehicles over 3.5 tonnes);

Zone B is the remainder of the swept area of the windscreen  
For simplicity, surface damage, cracks or discolouration, are simply referred to as damage.

In Zone A, a single damaged area shall be contained within a 10mm diameter circle. A combination of minor damage areas shall not seriously restrict the drivers view. Windscreen stickers, or other obstructions, shall not encroach more than 10mm.

In Zone B, a single damaged area shall be contained within a 40mm diameter circle. Windscreen stickers, or other obstructions, shall not encroach more than 40mm.



## Is Twenty Plenty?

Has anyone been following the apparent debacle ongoing in Wales, with the introduction of the new 20mph speed limits being reported in social media?

Well I haven't just been following it, I currently drive to South Wales fairly regularly to visit my cousins in the valleys. And actually, I've not found it as bad as is being perhaps over-dramatized by social media.

It seems to be a misconception that ALL 30mph limits have been reduced to 20mph. It was even stated by a member of Parliament about 3 weeks ago, that all 30's had been reduced to 20's throughout Wales. I knew he was lying because (a) his lips were moving and (b) I'd just returned-by car from my hometown of Merthyr Tydfil where 30mph are still in place.

The reduction to 20mph is predominantly in villages; main roads remain at 30mph (well at least for the moment?). As I drove into the village where I lived for the first 15 years of my life, the new speed limit was clearly posted in the red circle (negative mandatory instruction... **you must not** exceed 20). That said, I had to guess it was 20 because the numbers had been sprayed over in black! Additional signage stating "20 is Plenty" had been slightly modified... "20 is **NOT** Plenty"

All the villages I drove though had the 20 mph limits treated the same way. I guess Halfords have done a roaring trade in jet-black spray paint in Wales!

In some areas, the sign had been rotated on its post so on the nearside, for example, 30mph was displayed and on the offside 20mph was displayed and vice versa.

So as an advanced motorist, my brain told me that it's 20 for a reason and I rigorously stuck to 20. I was being constantly overtaken by anyone behind me, being tooted at, given various finger gestures and being cut up by drivers who had just overtaken me! I estimated that several cars overtook in excess of 40mph (in the 20mph zone).

It is VERY clear that nobody who lives and drives in Wales wants the "default" 20mph limit now being imposed. Ah, yes there is one; the person who introduced it in the first... the First Minister for Wales. A petition has been signed by 440,000 people so far, to have the 20mph default limit removed. The First Minister may get a new title "the Last Minister for Wales"

Well, I'm back there again in a few days; I wonder if Halfords has restocked its black spray paint?

Andrew Griffiths

[Chief Observer, Wessex Advanced Motorists \(IAM RoadSmart\)](#)

## Associate Co-ordinator Report

Since the last bulletin back in Autumn 2022 our Observers have been working tirelessly and I am pleased to report that our waiting list has now dwindled. Welcome to the many newcomers who have joined us during that time, namely Kevin Hodge, Paul Ellison, Stan Martin, Susy Hansford, Morrough Kavanagh, Mark Roy, Peter Ansell, Jed Taylor, Justin Cole, Fiona Stevens, Charlie Russell, Ben Marchant, Jay Ralph, Laura Stevens, Hugh Davies, Rwth Hunt, Katrina Hinkley, Geoff Simons and one other.

I am delighted to list the following test successes, many congratulations to you all.

Candidate	Observer	Test Result
Alfie Newsome	David Walton	F1RST
Charles Hunt	Barry Keenan	Pass
Phil Barker	Andrew Griffiths	Pass
Rosemary Evans	Andy Bourne	F1RST
Judith Levett	Chris Aston	Pass
Jon Evans	Mac McGarry	F1RST
Stan Martin	Chris Aston	Pass
Joshua Levey	Chris Aston	Pass
Robert Browning	David Walton	Pass
Susy Hansford	Mac McGarry	F1RST
Charlie Russell	Chris Aston	F1RST

At the moment ten Associates are either out on the road working with their Observer or else allocated and ready to start their journey. Two more are currently test ready awaiting a test date, good luck to them both. For various reasons three Associates have chosen to put their course on hold for a while. That leaves just one who has already had a taster drive and will be out on the road as soon as her Observer is available.

Finally, congratulations to Jon Evans who completed his training programme to become a National Observer in September. Stan Martin is also well on the way towards achieving a similar goal. Your first Associate is keen to go Stan!

Pauline

Associate Co-ordinator

## Delphine West-King Finally Receives Her Cut Glass Bowl December 2023



Delphine was an Observer with the Barnstaple Group of Advanced Motorist until the Group closed down some years ago.

Because of her love for observing, Delphine joined Taunton Group of Advanced Motorists (subsequently renamed Wessex Advanced Motorists) and single-handedly covered North Devon with great enthusiasm; it's a very large area for a single Observer to cover but Delphine did it.

She continued in her role as National Observer until 2 years ago when, after many years of loyal service to IAM Barnstaple and then WAM, she decided to step down.

The Committee acknowledged her significant contribution with a cut-glass rose bowl crafted by Waterford. However, it would be another **2 years** before Delphine received her bowl; my personal ongoing health issues and Delphine's frequent travels prevented me presenting it to her. Until now.

My wife and I took Delphine out for lunch and presented her with her lovely bowl -in Santas grotto! She was

thrilled to receive it (at last)!

We wish Delphine the very best for a happy future.

Andrew  
Chief Observer  
Wessex Advanced Motorists

## IAM RoadSmart Skills Days are back for 2024!

### WHAT ARE SKILLS DAYS?

Skills Days are circuit-based days where you use your own car or motorcycle to develop your skills with qualified instructors using the track as your classroom. You'll develop full control of your vehicle with our [IPSGA technique](#). These days are loved by members and non-members alike.

Find out more or view our FAQs [here](#).

### WHEN WILL THEY GO LIVE?

Places will be live to book on 22nd January 2024. While all Skills Days will be made available to the public from this date, we won't be announcing them for general sale until after the launch date - giving you an exclusive head start!

You can see a preview of the dates which will be live in January [here](#).

### HOW DO I BOOK?

We have a new booking system in place for 2024. **All bookings need to be made through our new, easy to use online booking process** which will be available through the IAM RoadSmart Skills Day [page](#).

Each rider or driver will purchase their own ticket, **we are no longer able to offer the option to purchase multiple places** for friends and family or group purchases. Included in the check-out process, emergency contacts and agreement to terms and conditions and safety declarations will be requested.

After booking, you will receive a confirmation email with your ticket, which will display the QR code that is needed to gain entry on the day.

### WAITING LISTS

If the date you were hoping to book is full, you can join a waiting list to be notified when a space becomes available. A pop-up will appear on your screen to register your email address to the waiting list, then you will receive an email once a space has become available. Please do not phone to be added to a waiting list.

Full terms and conditions and information around our refund/ exchange policy can be found [here](#).

### YOUNG DRIVER AND RIDER BALLOT

In 2024, we are offering the chance for 8 young drivers and 8 young riders (20-30 years old) to win a space at a Skills Day. Details of this will go live early next year.

## Hidden In Plain View

I have often said that from some 50 years involvement in advanced driving and observing the general standard of driving on UK roads, whilst road crash deaths and injuries are always a great sadness an even greater one is that there are so many more waiting to happen. It means that for a real picture of safety on the roads it's important to at least have some idea of the potential for crashes, because only when you are properly aware of the dangers can you decide how to deal with them. Similarly, a military commander would not be getting the picture if he or she only took casualties into account; to get a perspective on the whole scene it would be necessary to gain some assessment of the opposing force with its strengths and weaknesses. It's called *situational awareness*.

Let's start with a widely accepted assumption that perhaps over 90% of road crashes involve human, which means driver, error and some believe it may be nearer 98%. It's important to distinguish between crashes and driver error. We can assume that most crashes would have involved more than one vehicle, in which case there would have been more than one driver and generally more than one driver error.

My definition of driver error is one of two things; either an action which directly contributed to a crash, such as one vehicle hitting another, which can be called '*active driver error*', or, equally, if not more importantly, a situation where a driver was unaware of their vulnerability to a crash and unwittingly got caught up in one, which can be called, '*passive driver error*'. Both types of driver error are, in the majority of cases, predictable and avoidable. A single driver error obviously happens with single vehicle incidents.

For the sake of simplicity motorcycles are presumed to be vehicles because they are also motorised vehicles.

Beyond the Government death and casualty statistic there is no data and, as far as I am aware, no one has yet made any attempt to venture beyond them, not even to try and get some idea of the general potential for crashes. This may be because of a generally low bar of understanding about the relationship between skill sets and vulnerability. Most will have done nothing more than the standard driving test. This creates a self-limiting situation, because normally it is only possible to understand to the extent of one's experience. The standard test is what one former advanced course police driving instructor referred to as, '*The lowest level of competence for driving on UK roads*', and some believe that many drivers, if spot tested today, would fail even that basic test of competence.

Let's start with known facts which are the Government casualty figures. In 2022 1711 people were killed on UK roads and we can take it that the majority of those might have been in vehicles. Seriously injured; 28,031, Slightly injured; 134,480. Total: 135,480 and there the stats. end.

The next step was to try and establish how many non-casualty incidents there may have been in 2022. For that I approached The Association of British Insurers. The ABI says that there were 2.6 million motoring insurance claims in 2022 of which 60% were for either property damage or accidental damage. 'Property damage' is 3<sup>rd</sup> party claims and 'accidental damage' is effectively damage to vehicles, including what might best be called self-inflicted. Since I have received no information from the ABI on the split between these two categories for the sake of argument let's call it 50% either way. Whilst we need to consider that a high proportion of the claims may have come from both parties in a single incident, or more in multiple crash scenarios, that actually makes no difference because effectively each claim normally reflects a driver error of some sort. There is no 100% rule for anything and a small percentage may have been totally unforeseen and unavoidable incidents. If, for example, that percentage might be 2% then be careful not to let the 2% become the 98%. In other words, do not let the exception become the rule.

Calculation: 60% of 2.6m is 1,560,000 and 50% of that is 780,000. So, we subtract that figure from 2.6m and get 1,820,000. Knock off a possible 2% to cover any totally unavoidable incidents and we are left with the best estimate which can be made on the number of occasions where there has been contact either with another vehicle or by just plain personal error (scraping a wall, for example). I think it is perfectly fair to add that point into the calculations because it still reflects driver error. That means we have in 2022 a possibly best estimate of 1,783,600 motoring insurance claims presumed to be incidents where there was contact and vehicle damage, but with no injury, so they would not have been in Government statistics.

To be fair we need to reduce the 1,783,600 by the overall number of casualties on the roads, For simplicity and averaging I am assuming that one casualty represents one crash but, of course, there are instances of multiple casualties and multivehicle involvement in a single incident, but there are also single vehicle incidents. Subtracting 135,480 from 1,783,600 and we are left with 1,648,600. It may not be accurate but, it's probably a reasonable base line from which to start.

Beyond this we are obviously into estimates and, to some extent, estimates can be what we make them. However, the results I came up with were so

mind boggling that they would probably be instantly rejected, so may I suggest you try doing your own calculations.

So far we have a reasonably close estimate of the number of driver error incidents in 2022 however, only going so far as those which did not involve casualties but, still ended in an insurance claim. Next there would have been incidents where there was contact and perhaps minor damage, but no insurance claim. Since there is obviously going to be a reluctance to make a claim which might affect the No-Claims Bonus, the likelihood is that the no-claim contacts are going to be proportionately and measurably higher than claimed ones, so you will need a multiplier there and that might give you an idea, but just an idea, of how many actual vehicle contacts there may have been in 2022.

Obviously, 100% of driver errors are not going to end in some sort of contact. Since the law of averages seems to favour the unwary, the thoughtless, the stupid and even the blatantly dangerous – and lucky for them that it does – then probably just a small proportion of potential crash situations actually end in contact. If, for example, you imagine that only 10% of driver error situations end in contact then you need to multiply your previous figure by 9, but you can obviously select your own percentage. You will recognise that you are into compounding; adding a multiplier to a result and then a multiplier to that result etc. That's how quickly figures become mind boggling, but it is important to follow the trail to get the full picture.

I recently observed a near crash situation involving three drivers, all of which seemed to go blissfully on their way with no apparent awareness of how close they either came to or, might have contributed to, a crash. For me that reflects a commonly seen general lack of driver situational awareness, which also implies a broad ignorance of vulnerability to crashes or, how close drivers often come to them.

In a similar vein there was a situation at the beach this year. Shingle beaches are steeply shelving by comparison with sandy ones, which normally have a very gentle gradient. On shingle beaches waves can break very close to the shoreline and in doing so they release their energy more forcefully. Picture a couple of young lads in sit-on type kayaks playing in the breaking waves, but without any real idea of how to control the craft, so they were getting thrown all over the place. The boys were not wearing protective head-gear and on several occasions were bowled right over by the breaking waves and, because of the extreme shallowness of the water and stony base, were clearly in danger of receiving head or neck injuries. At the water's edge enjoying the spectacle were the parents, totally unaware

of the potential and possibly serious danger the children were in. Watching this I said to my friend, who is a very qualified swimming and life-guard instructor, 'With a bit of bad luck this could end up being an ambulance, or even an air-ambulance job'. However, lucky for all concerned nothing adverse happened and everyone left the beach presumably feeling they had had a good day at the seaside and totally oblivious to the near disaster which could have befallen either or both of the children. It was an interesting observation on perhaps a more general lack of awareness of vulnerability to injury apart from that seen on the roads.

The magazine Fleet News reported that the car body repair industry is estimated to have been worth around £4.86 billion in 2022<sup>1</sup>. Just imagine how many damaged vehicles were taken for repair in that time, illustrating that the industry can only thrive where there is a lot of erroneous driving. Interestingly, there were ADAS vehicles<sup>2</sup> in there as well, which suggests that relying on such features to avoid crashes might be something of a fallacy, much though manufacturers and others might strongly imply that they are the real solution for being safe on the roads. The downside of so called safety features is that they tend to generate a false sense of security and also encourage lazy minds. To quote Jim Rohn<sup>3</sup>, 'Casualness leads to casualties'.

Remember it is widely accepted that something over 90% of vehicle incidents involve human error. So, having an idea of the potential for crashes is a pointer, not only to the general level of driver error but, more importantly, the actual level of safety on our roads, aka road safety. Have you arrived at a figure yet? Because if you have you might now be getting up off the floor with a realisation of just how much in the way of potential crashes there is out there.

As the battlefield commander do you now have full situational awareness and, if so, what's your best strategy for dealing with the scenario? Because only when you understand what is waiting to hit you, or others on your side, will you be able to properly appreciate the scale of the situation. Just using killed and injured data is not going to provide the real picture on which to base a useful plan, either personally, as a road safety strategy or, as a policy.

Here are three quotes:

*The average driver safe means not having had a crash.*

*To the skilled driver safe means not being vulnerable to a crash.*

So, the question is do most drivers have the skills and, if not, why not?

And my perennially favoured quote by Lord Montagu, which is still the fundamental base for being safe on the roads today, is that:

*'It is your business not the other man's to avoid danger.'*

Written in **1906!** <sup>4</sup>

Which means the first rule is to take ownership of one's own safety, with no excuses.

Libby Purves, on Times Radio, was interviewing Col. Chris. Hadfield, a Canadian retired astronaut who was the first Canadian to perform extravehicular activity in outer space. He flew two Space Shuttle missions and also served as commander of the International Space Station. He is also an engineer and was a fighter pilot for 25 years.

Purves asked Hadfield about fear, because he presumably would have faced a number of dangerous and/or potentially dangerous situations. She asked what singular comment he might have about it. He replied,

*'The greatest antidote to fear is competence.'*

By the same token, in my view, the greatest antidote to vulnerability to crashes is also, competence.

### **Proposed events list subject to change and availability!**

January	Health and Safety at Hinckley Point	Stewart Ashcroft
February	St John Ambulance and the ADC	Sarah Dutton (Weston group and St John ambulance driver) will give a presentation (with "anecdotal input") which will cover what she does in St John and how the ADC and Masters has helped. ...or hindered.
March	The History of Royal Naval Air Station Yeovilton	As illustrated talk at Hatch Beauchamp.
April	TBA	
May	TBA	
June	Skills Evening	To be held at Hatch Beauchamp Village Hall.
July	Show and Tell event similar to last year.	Windwhistle Inn – to be confirmed.
August	No formal members' evening in August	
September	TBA	
October	TBA	
November	AGM	

Hopefully, the gaps will have been filled in by the time you receive the next bulletin.

*My grateful thanks to:*

*The Data and Analytics Department of the Association of British Insurers for the help they have kindly given.*

*Those who gave valuable feedback in the construction of this article.*

<sup>1</sup> *Fleet News. November 2020. That the industry £3.7billion was down by 26.6% because of Covid and an estimate that it would be, 'back to normal by 2022'.*

<sup>2</sup> *ADAS: The so called, 'advanced driver-assistance system', which is based on close proximity sensors emanating from almost everywhere on a vehicle.*

[https://en.wikipedia.org/wiki/Advanced\\_driver-assistance\\_systems](https://en.wikipedia.org/wiki/Advanced_driver-assistance_systems)

<sup>3</sup> *Jim Rohn: American [entrepreneur](#), [author](#) and [motivational speaker](#)..*  
[https://en.wikipedia.org/wiki/Jim\\_Rohn](https://en.wikipedia.org/wiki/Jim_Rohn)

<sup>4</sup> *The Art of Driving a Motor Car. Lord Montagu of Beaulieu, The Car Illustrated Ltd. 1906.*

Nigel Albright. 2023

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