

e-NEWSLETTER

iAM
RoadSmart

WESSEX ADVANCED MOTORISTS



www.wessexam.uk
Number 154

Spring 2020





WESSEX ADVANCED MOTORISTS

e-NEWSLETTER

Published Quarterly
Editor: David Walton

IAM Group No. 1005
Registered Charity No. 1062207
www.wessexam.uk

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

GENERAL DATA PROTECTION REGULATION

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

CONTENTS



- 3 Chairman's Corner
- 9 The Committee
- 10 Group Observers
- 11 Calendar
- 12 President's Ponderings
- 17 Coordinator's Report
- 19 Events Corner
- 28 An invitation from Andrew, Chief Observer & Masters Mentor at WAM
- 30 Ilminster Classic Vehicle Show
By Terry Fisher
- 33 The Real Key to Safety
By Nigel Albright
- 40 Most local authorities still operate diesel vehicles: Is your local council hypocritical?
From Lisa Board
- 43 IAM RoadSmart's tips to making test drives more enjoyable
By Richard Gladman
- 45 Concerned about an older relative's driving?
By Tim Shallcross
- 47 Don't be a drama queen
By Rodney Kumar
- 49 Distracted drivers targeted by AI "Interior Monitoring System" arriving in 2022
By Jamie Rogers
- 52 Keep on trucking: driving tips from IAM RoadSmart
By Richard Gladman
- 54 Living in electric dreams?
By Kate Tonge
- 56 What to do if you're involved in a collision



Chairman's Corner



Welcome to Chairman's Corner and to 2020!

Welcome to our first newsletter of 2020. So that is my cue to wish you a happy and prosperous New Year.

How many New Year's resolutions did you make and how many have you stuck with? I guess the most popular and yet perhaps the most short-lived resolutions would be eating less, drinking less and exercising more. I find though, as the years go by, resolutions become meaningless; however I made one this year which I fully intend to uphold.



By Andrew Griffiths





On 7th January, I became a granddad again when my daughter had twins; Isla and Evie. My resolution is to see them and my 3 other grandchildren more often which means a change in priorities in my life. So I won't be out "night clubbing" so much! But when it comes to cars... read on.

Castle Combe Track Day

As you may know, one of my interests is powerful cars – Jaguar and Daimler of course – and in the latter part of 2019 I drove to the Castle Combe racing circuit for a track day. These events allow drivers to take their everyday cars on the circuit – for a fee – and put them through their paces in a controlled environment, with professional safety marshals, ambulance, fire engine etc. on hand in case of "misjudgements", very rare though they are; although one unfortunate owner spun his pristine E-type on the circuit and it went backwards into a wall of tyres – ouch! I dread to think what the cost of repairs to the rather bent bodywork and chassis was.

For those who would rather not take their own cars on circuit (like me!), for £10 one can buy a 4-lap passenger ride in any car entered for the

circuit. While the event is organised by the Jaguar Enthusiast Club (JEC), it's open to other makes of cars too. I chose rides in 3 Jaguars all of which had been designed for professional racing and driven by professional racing drivers; for me, it was the best way to experience what these big cats (ie Jaguars) are capable of; and WOW I was not disappointed!

My first ride was in a Jaguar XJ6; the driver and car were in complete harmony on the circuit and it was just incredible that such a large saloon car could be driven so fast; as we approached sharp bends I thought of limit point and that he (the driver) would be slowing down but instead he kept the power on, made a quick change to a lower gear and with a quick flick of the steering wheel we were out of the corner and into the straight; and with speeds in excess of 100mph, I felt safe.

My son met me there – he owns a Jaguar XJR 450bhp (slightly "modified") but he too opted for passenger rides (5 altogether!) Here is a photo of him in the passenger seat of a JP1 (Jonathan Palmer Jaguar) waiting for "launch" (for the petrol heads... 3.0 litre V6 engine,





240bhp or so, 0-60 in 3.6s); it was driven by Gary Robinson who owns Swallows Independent Jaguar in Rooksbridge – who looks after my cars. I also took a passenger ride in the JP1 and then a Swallows XKR.



The JP1, it is a very tight fit in the cockpit; and it is seriously fast!
If you'd like to go along to one of these track days, tell me and I'll let you know when the next one is (April time I think). Entry is free, it's just £10 for 4 exhilarating laps and as many as you want to buy.

Jaguar Photo-shoot in December

In early December, the Somerset branch of the Jaguar Enthusiasts Club (JEC) met at Taunton Deane services for a photo-shoot of 20 or so Jaguars of all ages. The shoot was organised by the JEC and took place on the forecourt of the Shell station southbound. I took my XJ-SC cabriolet (with the hood down!) and was told to arrive at half past nine for the 2 hour shoot. I explained that I had a dental appointment at 10 so I would be late. It was only then explained to me that the shoot was from 10 at night! Oh well, no problem... except that it was a bitterly cold night and involved a lot of standing around while cars were arranged in different formations for the different photos.

The event closed the Shell station southbound for about 3 hours and the arrival of a Highways England patrol vehicle revealed that, while Shell and JEC had teamed up for this, the relevant authorities weren't made aware of the closure beforehand. Highways England is responsible for keeping traffic moving and to this end, access to fuel at motorway service





stations is rather crucial. During the shoot, a few cars had pulled off the motorway to refuel only to find that the pumps were closed.

On the way home, the temperature was very low and the wind-chill factor made it feel much colder. But it was an enjoyable event and being able to get up close to some fantastic classic and newer Jaguars and older Daimlers - as well as receiving a complimentary Meguires valeting kit (worth £50) - added to the experience. Enjoy the photos!



My XJ-SC closer up. A 5.3 litre V12



My red XJ-SC is almost invisible in the line of jaguars on the left



£135,000 XKR-S GT is powered by a 542bhp super-charged 5.0-litre V8 and, sadly, well above my budget!





1950s C-type replica (worth well over £100,000)



WAM business

I mentioned at the AGM in October that our Group was doing well, given that I am now low on the number of Observers available. This has led to a backlog of new Associates waiting for an Observer to become free which is usually once their current Associate is ready for test; the backlog continues to grow as it usually does just after Christmas – IAM RoadSmart courses make good Christmas presents it seems!

This situation is not unusual across the 190 or so IAM Groups; hitherto, our Observers have taken 2-3 Associates concurrently (at one point I had 4 Associates and 2 Masters candidates on the go) but as you can imagine this level of commitment takes its toll and can be extremely disruptive to everyday life. From now on, our Observers will take 1 Associate - 2 maximum and only with my agreement. I am working with the committee to find alternative solutions for managing the increasing backlog and will be sharing ideas at a forthcoming meeting of regional Chairpersons where there is an appetite for regional Groups here in the South West to work more closely together.





Your Committee needs more volunteers to help keep WAM on its feet. I know I've lectured everyone on this many times in the past but the response simply hasn't been there. It's common among all clubs, societies and the like, that no-one wants to do committee work. BUT the hard fact is that some of us must do it otherwise WAM will suffer; for example, without a chairman or a treasurer or a secretary IAM will close the Group. I am in my 9th year of Chairmanship; I will be standing down after - or before - 10 years is up, so that will be at - or before - the AGM in 2021.

I feel that 10 years of my life given to WAM/TGAM is enough and I'm sure you will agree.

There are 1 or 2 others on the committee who will be standing down before then. So I am now asking again for volunteers to join the committee; I will also be asking at members' evenings but please don't think that if you don't volunteer then someone else is certain to... in that scenario of course, no-one would volunteer as has been proven time and time again.

So in a nutshell our Group's future is up to you, not me; please, please volunteer!

And finally - Stay warm and drive safely. At this time of year, it is likely drivers will encounter fog and frost in addition to the remnants of flooding so remember to keep your lights clean (not forgetting the rear number plate lights), keep windows clean inside as well as outside, keep your washer fluid topped up and mixed with an additive to prevent it freezing (a frozen washer bottle can split when its contents freezes and expands; a new one will be expensive and in some cases a real nightmare to fit). Ensure tyres are at the correct pressure and have a good amount of tread on them; the legal minimum tread depth for car tyres in the UK is 1.6 mm across the central $\frac{3}{4}$ of the width and around the complete circumference of the tyre; incidentally IAM RoadSmart recommend a minimum depth of 3mm (more tread = more grip where there is surface water on the road).

I look forward to seeing you all - including our new Associates - at our members' evenings throughout the year.

Stay safe out there.

Andrew



THE COMMITTEE



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

Chairman	Andrew Griffiths	chair@wessexam.uk
Vice Chairman/Events Coordinator	Barry Keenan	events@wessexam.uk
Secretary/Membership Secretary	David Walton	secretary@wessexam.uk
Treasurer	Isobel Jennings	treasurer@wessexam.uk
Associate Coordinator	Pauline Wills	coordinator@wessexam.uk
Support Officer	Michael Wotton	cmmw@wessexam.uk
Chief Observer/Masters Mentor	Andrew Griffiths	chair@wessexam.uk
Newsletter Editor/Webmaster	David Walton	ed@wessexam.uk
Archivist	Anne Bull	cmab@wessexam.uk



GROUP OBSERVERS



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

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

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

The following IAM and WAM member is a Driving Standards Agency Approved Driving Instructor:
Nick Tapp 07900 900678

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



CALENDAR



FEBRUARY

19	W	7:30 pm	Members' Evening – The work & history of St. Margaret's Hospice
----	---	---------	--

MARCH

4	W	7:30 pm	WAM Committee Meeting
18	W	7:30 pm	Members' Evening – Diabetes and you

APRIL

15	W	7:30 pm	Members' Evening – First Aid and CPR
----	---	---------	---

MAY

6	W	7:30 pm	WAM Committee Meeting
20	W	7:30 pm	Members' Evening – Somerset Road Safety

JUNE

17	W	7:00 pm	Members' Evening – Car Skills Evening
----	---	---------	--



PRESIDENT'S PONDERINGS



Having reached several motoring milestone anniversaries during January and February, I thought it might be fun to look a bit closer into motoring milestones of the past. In this edition I will look at the very birth of motoring from Cugnot to Gordon Bennett. I will hope to cover 1901-2020 in the next edition of your fabulous quarterly digital newsletter.

Personal Motoring Milestones

My first motoring milestone was on my 17th birthday, **17th August 1966** when I had my first driving lesson. The next was the purchase of my first car in **November 1966**. This was a 1957 Ford Popular 103E. Registered number, 969 DPE. Powered by an 1172cc, 4 cylinder, side valve engine with a 3 speed manual gearbox, 6 volt electrical system with dynamo,



by Brian Howe





and vacuum operated windscreen wipers. Accelerate up a steep hill in the rain and wipers virtually come to a standstill.

Mine was the same as in the picture below but in a darker green. This fabulous vehicle, which gave me so much freedom, independence and fun, cost the grand some of £40.00, very generously paid for by my future mother-in-law, Mrs Edith Ward. Many thanks go to my driving



1957 Ford Popular 103E

Photo from Wikipedia, Ford Popular Images

instructor, Mr McKinley, a retired Hendon Police Driving School Examiner, and to the patience of Alice and my older brother John for accompanying me until I passed my driving test, **17th January 1967** at the first attempt in a 1966 Vauxhall Viva HA saloon.

Later motoring milestones were passing the PSV 4, minibus, test in **1991**, and the PSV 1, (now PCV, class D), full bus/coach test in **1995**. I then passed the IAM Advanced Driving Test in a grey Lada Niva 4X4, **18th January 1997**, (30 years and one day after passing my driving test), my Observer was John Pentney, and my Examiner was Reg Dilley. And **28th February 2004**, when I passed the IAM Commercial Advanced Driving Test in a Mercedes Vario 814D midi coach. Used with kind permission of my employer, Mr Ian Stanford, then owner of Hatch Green Coaches. I was a Local Group Observer at the time, so I could often be seen talking to myself whilst returning to the depot after my school run as I was trying to “Observe” myself. My Examiner was Andy Ware on that occasion.





Other More Significant Motoring Milestones 1769 - 1900

1769 – French Inventor Nicolas-Joseph Cugnot demonstrates the first mechanically propelled vehicle, the *Fardier à vapeur*.

The vehicle was said to be very unstable due to poor weight distribution.

1801 – Cornish Inventor Richard Trevithick makes a steam road locomotive called *Puffing Devil*, that successfully carried six passengers up Fore Street and Camborne Hill in Camborne, Cornwall.

1831 – English Engineer Walter Hancock constructed a number of steam buses that operated between Stratford and central London. Later, one of these called *Infant*, was made famous for its revenue earning trips from London to Brighton.

1860 – Belgian Engineer Etienne Lenoir patented the first internal combustion engine running on coal gas and air.

1864 – German inventor Siegfried Marcus makes the first petrol-engine car and fellow German Nikolaus Otto builds a large stationary single-cylinder four stroke engine.

1883 – In Paris, De Dion, Bouton et Trepardoux started to build steam cars with the boiler and engine mounted at the front, driving the front wheels by belts and steering with the rear, it burned to the ground on trials. They built a second, *La Marquise*, the next year, with a more conventional steering and rear wheel drive, capable of seating four people.

1885 – German designer Karl Benz builds the *Benz Patent-Motorwagen* (“patent motorcar”), widely regarded as the world’s first production automobile with a 1.0 litre (954cc) single cylinder engine 2/3hp. This was financed by his wife, Bertha and cost 600 Imperial German marks, approximately \$150 USD.

1891 – Frenchmen Rene Panhard and Emile Levassor make the first conventional type car with front-mounted engine and rear wheel drive with a foot clutch. This became known as the *Systeme Panhard*.

1894 – De Dion steamer arrives first, in Paris-Rouen Trial. American Duryea brothers build petrol-engine cars in the USA.

1895 – Levassor wins the world’s first motor race from Paris to Bordeaux and back. The





Michelin brothers fit pneumatic tyres to a car. In England, Lawson forms the British Motor Syndicate to exploit Continental patents. Lanchester and Wolseley cars appear.

1896 – Motoring is unshackled in England when the speed limit is raised from 4 mph to a dizzy 12 mph and the first London to Brighton run is held to celebrate it. England builds its first Daimler and Panhard-Levassor make their first four cylinder car.

1898 – Riley and Lagonda cars appear. Gaston de Chasseloupe-Laubat sets the first recognised land speed record at 39.24 mph using the electric powered Jeantaud car in Acheres, Yvelines in the Canton of Poissy, France.

1900 – The first international Gordon Bennett Cup race and a Round-Britain 1,000 miles trial are held. There are now more than 200 makes of cars available and half of them are American.

More Motoring Milestones next time.

II

By the time this edition of the WAM Newsletter is released, I will be celebrating a non-motoring

milestone in my life. 13 years ago on 27th February 2007, at the age of 57, I was a patient in the Bristol Royal Infirmary receiving a double heart bypass and an implant on the mitral valve. At this time, things are reasonably under control and I certainly hope that this situation continues. Unfortunately, the same cannot be said for my younger brother who is in hospital in Cornwall waiting for a triple bypass and the replacement of two heart valves. So tomorrow, 28th January 2020, Alice and I will be heading off from Taunton to Truro to pay him a visit. This will be a round trip of over 200 miles in one day. Not being used to driving these distances now, we intend to split the journey at about halfway, near Oakhampton. Have a coffee, decaff for me, stretch our legs and change drivers, hoping to arrive by 11:00am. So it will be an early start in the morning allowing those few extra minutes for our POWDERY checks. **P** in our case is for Diesel not Petrol and I know from using the car today that we have a fraction over $\frac{3}{4}$ of a tank. At our usual 48-52 miles per gallon we have enough for several such journeys. I'm pretty sure that everything else is ok, but it will all be checked again in the morning before we leave





anyway. The extra 5-10 minutes taken up with the checks will give us peace of mind for the journey. The item most commonly overlooked is W for Water, more particularly, the screen wash. We buy a one litre bottle of concentrated wash and pour half in the previous empty bottle, thus giving us two litres at the recommended 50/50 mix for winter use. The roads have been so damp for so long that the washers are used a lot more. Before you know it, the washer bottle is empty and you're halfway between service areas on the motorway with a dry, dirty windscreen. I may even put the spare bottle under the boot floor as the washers on a Skoda Yeti do both the front and rear screens as well as spraying the headlights when they are lit. Oil and coolant Water should be fine as the car never needs topping up between annual services. But, they will be checked all the same. I know there is no Damage to the bodywork, again it will be checked as will the Rubber, wiper blades and tyres. I keep a 12 volt compressor under the boot floor and an analogue dial type pressure

gauge in the glovebox. We also, carry a basic First Aid kit, a red warning triangle, a safety hammer/seat belt cutting blade and two high viz vests accessible from the front seats. Better to carry them and not need them than to need them and not carry them.



2013 Skoda Yeti SE TDi CR 2.0L 4 X 4

I wish you all a belated Happy New Year. Be prosperous, happy, healthy and safe.

Brian L. Howe



COORDINATOR'S REPORT



We currently have twenty Associates in the Group. Of this number one has a date arranged for his test and another is ready for a pre-test drive so good luck to them both. Another seven Associates are currently on the Advanced Driver Course some having just started on their journey and others being well on their way.

I am pleased to report that demand for the course remains high with eight enrolments since our last newsletter. However, this creates its own problem as we have insufficient Observers to immediately satisfy such a high level of demand. Unfortunately we therefore have eight Associates who are still waiting patiently to get started. We also have three Associates with their course on hold for one reason or another.

We continue to have a steady flow of requests for free tasters and we always hope that these will lead to new Associates joining our Group.

Finally, congratulations to Samuel Leitch, Stephen Harvey and Will James who at the end of last year all passed the course with a F1RST and also to Mark Stephenson who recently completed his Fellow requalification with a F1RST.



by Pauline Wills





Advanced Driving Test Passes

Congratulations to four members who have recently passed their Advanced Driving Test; all with F1RSTs.

	<u>OBSERVED BY</u>
Samuel Leitch	Barry Keenan
Stephen Harvey	Mike Wotton
Will James	Hugh Todd
Mark Stephenson	Fellow requalification

Statistics for year to end of January

Pass rate %	100
F1RSTs	7
Passes	15
New Associates	28
No. of observers	11

We have 131 members and 8 Friends/Volunteers. We have 8 Fellows.

David Walton

The Membership Register

This quarter we have nine new group members. We hope you enjoy your association with Wessex and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>CLASS</u>
Simon Martetts	Taunton	Associate
Annie Murray	Yeovil	Associate
Nick Laurie	Langport	Associate
Georges Dupuis	Corfe	Associate
Garry Bayliss	Bridgwater	Associate
Barry Dugmore	Dulverton	Associate
Stefan Sosna	South Petherton	Associate
Paul Goulder	Stoke Sub Hamden	Associate
Stephen Giggs	Martock	Full



Events Corner



Hello one and all and to those of you who've not already heard from me, then may I wish you a very belated, but heartfelt, Happy New Year!

For the last 3 years WAM has had a core of volunteers willing to help out at the various outside events that we either run or attend. So that people aren't over committed, the tenure of the volunteers runs from January to December and each January, I send round a 'round robin' email asking if they're available to re-join our Volunteer Cadre again 'this year'.

I'm both happy and grateful to report that most of last year's volunteers are indeed able to offer their services to the group again this year. To those people may I say a very hearty thank you very much! I really am most grateful and will be in touch throughout the year as and when our various outside events crop up.



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





Sadly, as is often the case, not every-one who was able to help during the 2019 'season' is able to offer to help again this year, but that's life, eh? To those good people I'd like to thank you to each and every one of you for your sterling efforts over 2019 and believe me, I really am most grateful for all of the time that you and all the volunteers gave to both me and the group. Hopefully you'll be in a position to help again next year.

Now, because there has been a reduction in the amount of 'returning volunteers' I do have a number of vacancies that I'd like to fill. So to those of you who haven't yet had the chance to volunteer, but feel they now have the time to become a little more involved, just drop me a line and I'll add happily your name to the volunteers list. We're a friendly bunch and the work I'll ask you to do isn't too onerous, I promise! So come along, meet new friends and old and enjoy the sights and pageantry of the various events that we attend. You won't regret it, I assure you.

So, as these are the 'Events' pages, just what have we got lined up for Members this year?

First off (and already gone by the time you

read this) was our annual quiz. This year's quiz, in celebration of the new decade, was entitled "That was the Decade That Was". We had 7 teams made up from the attending Members on the night and the quiz itself consisted of 80 questions covering some of the more important events of the decade 2000 – 2019. The winning team on the night was 'The Fliers' made up of Mark Stephenson, Rhys Llewelyn Eaton and Sam Westmacott, who scored a very respectable 61 points out of 80.

Following VERY closely on their heels was the aptly named 'The Losers' made up of Isobel Jennings, Paul Dean & Clive Wembridge with a score of 60. Despite strong complaints of "We wuz robbed" by some of the more unruly members of the team, 17 exhaustive recounts of the final score did indeed show that 'The Fliers' were the winners.

So, to the winners goes the accolade of being 'Big 'eads of the Year 2020' whilst to the losers (seriously, you couldn't make it up!) for such terrible sportsmanship, bad loserism and for impugning the good name of the quizmaster, goes a 1 year ban from all WAM Annual quizzes for the next year! There, that'll learn 'em!





So that's January done and dusted; but before I talk about what's on offer for the rest of the year, let me just take a side step for a minute.

Not for the first time in my tenure as Events, over the last year I've had one or two people complain that as a car club, we don't have enough 'car talk & lectures'. Similarly I've also had one or two people complain that we actually have too much 'car talk' from our guest speakers. Now clearly I'm not going to be able to please everybody, but for those of you who would like a change of pace and direction, please feel free to contact me with your suggestions for speakers & topics and I'll do my very best to try and arrange for your chosen subject/speaker for you. I won't guarantee, you understand, but I will try my best. Having said that, can you just bear two points in mind when you make any such suggestions for speakers?

1. In order to secure speakers, I sometimes have to make arrangements with them/their secretary anything up to a year or more in advance. (For example, Paddy Hopkirk; 18 months in the planning).
2. I cannot pay for speakers.

As I've said before (and no doubt will again) if you don't tell me what you want, I won't know what you want and so you'll get whoever I think will be interesting to the group. But at the end of the day WAM is **your group**, so please don't be shy about getting involved.

So, looking at the rest of the year, just what is coming your way?

February

I would imagine that we've all, pretty much, been touched by someone who is dealing with, has dealt with or, more sadly, has succumbed to, cancer. Kara Frampton is a volunteer with St. Margaret's Somerset Hospice and will be popping along to talk to us about the work and history of the Somerset Hospice movement. As I say, this is a subject that has probably touched most of us in one way or the other, so do please come along and support Kara as she gives us an insight into this most wonderfully caring of local institutions.

March

The second WAM Committee Meeting of the year will be held on Wednesday 6th March. As always, please be advised that these meetings are closed to Ordinary Members of the Group.





However, if you have an issue or query that you'd like raised with the Committee then please send details to our Group Secretary, David Walton (secretary@wessexam.uk) for inclusion on the Agenda. He, or the respective portfolio holder will get back to you as soon as we can with an answer to your query/issue.

Our Guest Speaker for March is Roger Weeks. Aside from being an Advanced Driver and fellow member of the IAM, (but not, sadly a member of our group) he's also a speaker for Diabetes UK giving talks on the subject of Diabetes to various groups and clubs around the region. You may recall that he was scheduled to speak to us last year, but due to severe traffic conditions on the M4, was unable to get to us in time. Roger tells me that that mishap aside, he's really looking forward to getting to us this time around.

April

John Fosdick is our speaker for April. John kindly supplied the first aid cover to us at our last Classic Car Show in July 2019 and, happily enough, has agreed to give us the same service this coming year! John's remit for the April meeting is to give us a short First Aid and CPR training session.

Now as you can imagine, First Aid & CPR training is an absolute godsend to those who find themselves in the difficult position of being the first on the scene of an accident and having to render immediate help until the Paramedics arrive. So it could be that for some, like me, this is a timely reminder and updating of old skills; or it could be that this is a completely brand new skill to you. Whatever your level of knowledge in First Aid/CPR, do please come along. A life, even God forbid, somebody close to you, could depend on what you learn... And I guarantee that you won't be bored!

May

Wednesday 6th May is the date of our 3rd WAM Committee Meeting of the year. Any enquiries/items for the agenda to David Walton, as above, please.

The Member's Evening on the 20th should prove to be a real hoot. That's the night that our friends from Somerset Road Safety will be popping along with their driving simulator for us to play on. It's a great laugh and a real eye opener. I and two other Advanced Drivers had a bash on it one day and each and every one of us managed to career through at least two





stop signs and/or bounce the kerb. So, if you're up for a challenge, come along and pit your skills against the clearly defective machine and see if you can beat the so called 'experts'!

June

You'll remember that el Presidenté, Brian Howe, scraped through by the skin of his teeth to win last year's inaugural 'Car Skills Night' trophy, the brilliantly shiny silver Camelot Cup? Well, June will be your chance to wrest it from his hands... and save Alice the onerous task of having to polish the blessed thing every week!

Aside from the static cockpit and POWDER drills, there will be 4 moving vehicle challenges; to wit, a Reverse round a corner; Driving through chicanes; Parallel parking; and finally Reversing into a parking bay. As you'd expect, there was a lot of friendly rivalry and name calling last year and I would expect no less of ~~combatants~~ (oops!) *contestants*, this year as well.

Sometime between June and August we'll also be attending Somerset Road Safety's (SRS) 4th Annual Somerset MotoFest. This has previously been held at RNAS Yeovilton's Fleet Air Arm Museum, but I understand that the

SRS team are looking for a new venue for this year. Because of this proposed change of venue, at the moment they're unable to confirm the date of this year's show. But as soon as I know the date and venue, I'll let everybody know, because be assured, this free show always has a host of interesting stands and displays on hand and is certainly well worth a visit.

July

This is a busy time for the group. The 1st of July is the date for our 4th Committee Meeting of the year so once again, if you have any enquiries, queries or items for the agenda that you'd like raised, then please pass all of the details to David Walton, as above.

Then, I'm pleased to announce, it's that time again when we hold our Annual Classic Car Show. As always this will be held on the 3rd Wednesday of the month (Wednesday 15th) between 5:00pm and 9:30pm on the main field at Hatch Beauchamp Village Hall Grounds. Our Guest of Honour this year will be Robbie Downing, Area Service Delivery Manager for West Central England and Wales. For those of you who don't know, West Central is actually





our neighbouring region, but Robbie is to be seen so often on our patch that you could be forgiven for thinking that he's actually the 'local' SDM.

Following the experience gained from the last 2 years, this year we've decided not to separate the cars into classes, as we have done before, but to have them park up in a 'first come first served' linear way. This should prove to be far less confusing for the exhibitors and much, much easier for the Marshal's. Well, that's the theory anyway. We'll just have to wait and see how it pans out on the day.

As before there will be certificates for each class winner and presentation cups for the overall 1st and 2nd placed exhibits.

For those of you who haven't previously 'shown' at our show, but would like to this year, please email me at events@wessexam.uk to register your interest and I'll add you to my list.

For all members, whether classic car owners or not, if you have any chums who own a classic and who you think would like to join in the fun, please feel free to give them my email address so they can get in touch.

Sunday 26th once again sees us flying the Wessex flag at the annual Watchet Carnival Fete. This one-day event is always a great day out and collects in much needed resources for the Watchet Carnival Club in their support for local charities. As always, if you're in the area, do drop into the WAM Tent and say "Hello!"

August

Because of the holiday season, there's no Member's Evening scheduled for this month but we will, as usual, be out in force with our Trade Stand at the 33rd annual West Somerset Steam Show at Norton Fitzwarren on 1st and 2nd August.

This is always a great family show and well worth a visit. As always the West Somerset Railway Association will be operating a shuttle service with trains running between Bishops Lydeard and the Norton Platform. (Adjacent to the Rally site). In addition to the shuttle service, they'll also planning on running additional train services between Minehead and Bishops Lydeard on both days of the show.

For those of you with a valid Disabled Person's 'Blue Badge', you'll find a reserved parking area just off Allerford Lane.





For full details of the opening hours, shuttle services and parking etc. please see the WSRA website; <https://www.wsra.org.uk/the-steam-rally/>.

September

September's also a busy month. Our 5th Committee Meeting of the year will be held on Wednesday 2nd at hatch Beauchamp Village Hall, as usual. Again, any enquiries, queries or items for the agenda, please contact David Walton, as above, please.

Our Members Evening speaker on the 16th is our very own Keith Hayman. Keith rightly identifies that as Advanced Motorists we all take a rational approach to road safety. With his talk 'Lies, damn lies and statistics etc.' he intends to present evidence on Road Traffic Collisions that should help us to make logical & rational deliberations about road safety in our daily drives. As you would expect, this should prove to be yet another fascinating insight into a subject that we should all warm to. Make a date and come along!

Saturday & Sunday 19th & 20th September are the dates for the 2nd annual Somerset County Show which once again is being held at Taunton racecourse. This show is designed to showcase the very best that Somerset has to offer with the emphasis very much on participation and community involvement. The organisers promise a full programme of displays and attractions with something for all the family so do pop along and see what's what!

October and the AGM

Wednesday 21st October is perhaps the most important date on the WAM calendar. It's the time of our AGM and as members you're positively encouraged to attend this meeting even if you can't get to any of the others. This is the time that the Committee can report back to, and discuss with, our members any emerging issues from either WAM or IAM RoadSmart and what they may mean for you or the Group. It's also the time that you can have your say and influence the direction that WAM takes going forward.





In case there is any doubt, to prevent us from becoming stale and static, the Committee will **always** welcome new faces and ideas, so please, use this next 10 months to consider joining the Committee at the next AGM. As I've mentioned before, a change of pace is always welcome so make this a definite date in your diary and come along and have your say!

Having dispensed with the formalities of the group, our Guest Speaker for the night will be none other than Mike Quinton CEO of IAM RoadSmart, so any burning questions you may have on the direction of the organisation; the AGM will be the perfect time to ask of the main man himself!

November

The 6th and final WAM Committee Meeting of the year will be held on Wednesday 6th November. Once again, any enquiries, queries or items for the agenda, please contact David Walton, as above. Thank you.

We don't have a speaker booked for this month. Instead, this month's meeting will be an

'open mic night'. The intention being that any one of you can step forward with whatever subject is close to your heart and wax lyrical about it for between 10 to 20 minutes and then step aside for someone else to take the podium and chat about what they'd like to. A bit of a quick-fire presentation, if you will. So, thinking caps on, ladies and gentlemen and come up with a short presentation (with or without aids) and just speak from the heart. The night is all yours!

December

As always the last event of the year will be our annual Christmas meal. However, following a chat at the January Committee Meeting it was decided I'd look for a different venue for this year; one that can perhaps better cater for the variety of specialist dietary requirements that some of our members have.

I'll keep you in touch about when and what venue we settle on. What I can tell you is that provisionally, the meal will be booked for Saturday 12th December so there's another date for your calendar.





As usual, about September, David, our illustrious Secretary, will send you all the necessary booking forms and menus when he sends out the paperwork for the AGM etc. so to avoid disappointment, please book your seats as soon as the forms drop through your letter box.

As you can see, there's quite a lot planned for this year, but I think it's fair to say that I'm a little behind in my planning for 2021. In fact, so far don't have anything planned, but believe me, I will start working on filling those dates pretty soon.

Bearing in mind that next year is the 40th anniversary since the formation of the original Taunton Group, if you have any suggestions for events, speakers or topics to celebrate this milestone, then please do get in touch as soon as possible to give me time to try and organise it or book it.

For those of you on the Volunteer Cadre, thank you once again for volunteering your time. I'll get in touch at the beginning of every quarter with an update on forthcoming events and any requests for help manning them.

And finally, a quick word about Somerset Road Safety (SRS). As you probably know, SRS and Wessex have a very close working relationship and often support each other at our own or others events. That being the case, if you know of any person in the 60+ age category who you feel may benefit from some general road safety advice, please feel free to direct them to any SRS event which are regularly held around the county. All these events are free and refreshments are generally supplied.

Well there you have it. As always, thanks for taking the time to read my scribbling's and please make a note on your calendars of all the events that we have planned for this year and do your best to join us at as many as you can.

In the meantime, here's to your continued happy, safe and enjoyable motoring.

Barry

Events Co-ordinator,

T : 01823 – 254621

M : 07776 – 124001

E : events@wessexam.uk





An invitation from Andrew, Chief Observer & Masters Mentor at WAM

Do you have what it takes to be an Observer? Do you want to put something back into your Group? Read on.

If you have passed your Advanced Driver test in the last 12 months with either a F1RST or a pass with mostly grade 1s and would like to become a Local Observer¹, I'd be very keen to hear from you.

IAM RoadSmart Groups exist to promote road safety in their area of coverage. They achieve this through their Observers mentoring the Advanced Driver/Rider course resulting in safer and better drivers.

All Observers – both Local and National – are highly trained to recognised standards (accredited by IMI²) which sit well above that of the Advanced Driver/Rider Course (ADC). The training requires commitment and is free and on

completion of your course, you will be provided with everything you will need to coach/help/assist/guide/instruct/train an Associate through the ADC, as you will have experienced from your own Observer.

Observing is very rewarding. Your own standard of driving and knowledge will be at a level even higher than you achieved on your Advanced Driver Course and it won't have cost you anything! You will also get great pleasure in passing your skills on to Associates and seeing them pass their ADC knowing you've helped them achieve their result.

When you've qualified (yes, it is a recognised qualification) you won't be left to "get on with it";





you will have all the help and assistance from your Chief Observer as and when you need it. You'll be in the company of other WAM Observers and we have WAM Observer meetings 3 times a year where you can share thoughts, ideas, hear briefings from me and sometimes an Examiner (if available).

So what you need to do next is simply to contact me at Chair@wessexam.uk, tell me a bit about yourself, ask any questions you may have and we'll take it from there.

Andrew

¹ *There are two levels of Observer; Local Observer and National Observer. Local Observers are trained and qualified internally by the Group Chief Observer or designate and can train Associates in their home Group eg WAM. National Observers are externally qualified by the IAM Area Manager and have the flexibility to train Associates in any Group in the UK. Progression from Local to National is very much encouraged but not compulsory.*

² *IMI; IMI Awards; Institute of the Motor Industry. Observer qualifications can be used on CVs*

Warning Triangles



**For sale at members' evenings
and events or from Mike at
cmmw@wessexam.uk**

£1.50





Ilminster Classic Vehicle Show

By Terry Fisher

Sunday 14th June 2020
on the recreation ground
Arrival time 9:00 to 10:00am

(to ensure judging for Best Car and Motorcycle/Scooter in Show, have your vehicle on display with judging form available on the vehicle.)

A part of IMEx (Ilminster Midsummer Experience)

Short grass, smooth surface and fun, such as Fun Dog Show, Food and Beverages, Brass Band, fun for children and more. For more information please go to website:

<https://www.ilminsterexperience.co.uk/>

You can enter on line using the above website. Look at events, choose Sunday, choose Classic Vehicle Show, choose Entry form. Please note you will only get an email reply if you agree to your personal data being kept, as stated on the entry form. This ensures excellent Data Protection in accordance with GDPR. Otherwise enter by post, with an enclosed self addressed envelope and stamp, is required. You can unsubscribe after the show. When submitting entry on line please watch carefully as it will FLASH up as confirmed. Look away and you will miss it.

2019 was our best show ever, with range of vehicles and an excellent atmosphere, all helped by all the other things that were happening on the day. *Go to website, above, for more information.*

We want to continue an Electric Vehicle (EV) presence, the Future Classic (FC) under EVFC.

We have had a 1930's Wilson Electric car, Nissan Leaf, Tesla. We haven't had an electric milk float or a BMW i8, yet!

If you know somebody with an electric vehicle, including motorcycles scooters and bicycles, please encourage them to enter.

It would make a superb section to the show where we can all ask about ownership of such a vehicle, such as battery life, how much a new battery is and lots more. Perhaps we need gym membership to be fit enough to walk home when the battery runs out.





If you know of vehicles that are 'different' or special for some reason please let me know so that I can invite them.

Tractors are welcome. We have had entries in the past but would like to see a few every year. They always command attention. Get enough entries and we could see an award for Tractors in the future.

Entries from Motorcycles and Scooters has been good, but seem to be declining. Please get the Bike or Scooter out and come along.

Finally do you know somebody who is interested in Auto Jumble? Please advise them about show or let me know.

Terry

February Members' Evening

ST. MARGARET'S SOMERSET HOSPICE

Kara Frampton is a volunteer with St. Margaret's Somerset Hospice and will talk to us about the work and history of the Somerset Hospice movement.

This is a subject that has probably touched most of us in one way or another, so do please come along and support Kara as she gives us an insight into this most wonderfully caring of local institutions.

**Wednesday 19th February 2020
7:30pm
Hatch Beauchamp Village Hall**



March Members' Evening

DIABETES AND YOU

It's currently estimated that more than 17 million people in the UK have Diabetes Mellitus.

Roger Weeks of Diabetes UK, our guest speaker for this month, will try to give us a brief understanding of the latest developments and innovations in the treatment and care of people with this most common of diseases. It promises to be an interesting and informative talk, so do please come along.

**Wednesday 18th March 2020 7:30pm
Hatch Beauchamp Village Hall**

April Members' Evening

FIRST AID AND CPR

John Fosdick is our speaker for April. John kindly supplied the first aid cover at our last Classic Car Show in July 2019.

He will be giving us a short First Aid and CPR training session.

A life could depend on what you learn...

**Wednesday 15th April 2020 7:30pm
Hatch Beauchamp Village Hall**





THE REAL KEY TO SAFETY

By Nigel Albright

Much is made of speed being a key factor in safety on the roads and it obviously has its part to play. The thing about speed is that it is tangible; it is definite and, on that basis, it will stand in a court of law. In terms of safety speed is largely a magnifier of errors. However, for safety there is another far more significant factor, but the problem is, it is basically subjective and not necessarily tangible in the same way as speed is, and it is perhaps for that reason that errors here seldom, if ever, end in tickets or a court of law.

We know there are only two things we can do with a moving vehicle to either enhance or degrade safety; one is to change speed, the other is to change position (that is lateral position) and that these form the basic building blocks of System. But, the question is which should come first? The answer is that we can often handle a situation by changing position first but, it generally does not work the other way

around. That, in my view, is why position comes before speed in System. We also learn that positioning is based on **safety, view and stability**. Positioning for safety primarily means keeping away from areas of potential conflict. A classic example is for a near-side junction. Providing we are not going to be in conflict with on-coming traffic we position up to and left of the centre-line. That gives us the best option for safety in case any vehicle or, for example, cyclist suddenly joins from the left. This gives us more space and creates a buffer zone. The relationship between space and safety really is crucial for our longevity but, unfortunately, is little understood by many. Space is, in reality, far more important for your safety than just speed. In fact the great mantra about speed alone can still leave drivers highly vulnerable to crashes, whereas proper use of space always enhances our safety level. So, let's examine space in relation to safety and your vehicle in all four directions as we move along the road.





TO THE FRONT

The first, and most obvious, is space to the front, otherwise and generally known as *following distance*. For this one we can go to the Highway Code in which probably the most significant paragraph of all is 126. Interestingly enough this comes under the general heading of 'Control of the vehicle' and not under a heading of Safety, or something approximating it. 126 is about stopping distances and the very first bullet point says, '*leave enough space between you and the vehicle in front so that you can pull up safely if it suddenly slows down or stops*'. The second one says, '*allow at least a two-second gap between you and the vehicle in front on roads carrying faster-moving traffic and in tunnels where visibility is reduced*'. Well, yes and no. I think they went a bit wrong there. The reason is that at Police Driving Schools a 3-4 second following distance used to be taught so that, in the words of one former police driving instructor, if anything went wrong the driver could pull up undramatically. The main point is that you need that at least two seconds – even that it is probably going to be a blue smoke job, so remember the key word is *minimum* and I will

have the 3-4 seconds where I can, thank you very much. Under HC126 (and supported by para 3 of the HC introduction) if a vehicle goes into the back of another then the driver of that vehicle could be (and indeed should be, in my view) prosecuted for being unable to stop in the distance they can see to be clear. Some 30% of crashes happen for just this reason and there is a penalty of £100 and 3 points on the licence for close following. Unfortunately, much to the detriment of road safety in my view, it seems the police hardly if ever implement this penalty. If they did, and without any other road safety programme or change of law, in one swift blow road safety could potentially be improved by up to 30%. Yes, it is that simple. The main thing about space to the front is that you have control over it. The other thing is that the general public seems to have little awareness over just how vulnerable they are to crashes if they have a following distance of two seconds or less, which is one basis why most are like the next crash waiting to happen. It intrigues me that so many have front facing cameras fitted in their vehicles when mostly the evidence is just going to prove that they could not stop in time. A final point is when





stopped on a hill always allow space for the vehicle ahead to roll back just in case it does so before going forward.

Those living in the Taunton area may remember the M5/J25 crash in 2011 where 27 vehicles were involved; 7 people were burned to death and 51 were injured. Primary reason? Twenty-six drivers could not stop their vehicles in time. Most unfortunately the case got into the hands of the CID which went for a criminal prosecution against the person who organised and operated an adjacent firework display. What they should have done, in my view, was go for traffic prosecutions on the 26 drivers (or those which survived) who could not pull up in time. That would have sent a massive road safety message; it really was a golden opportunity lost. Frankly I am horrified by the spacing most leave on motorways and, yet again, if things were to go pear shaped most would also have absolutely no chance of coming out of it in one piece. The really great sadness is that, generally, whilst it is awful where crashes occur, there are so many more waiting to happen and it seems that most drivers are quite oblivious to this.

BEHIND

The second area is obviously going to be space to the rear. This is the one over which you have no control but, where you can influence the situation if necessary. If a vehicle is following too closely your only real option is to leave more space to the front to allow you to pull up gradually without the one behind crashing into you. This means you have to be thinking for yourself and also for the driver behind. The downside is that most following drivers - in this context those following much too closely and/or, hogging your tailpipe - will be frustrated to see you leaving what they consider to be an unnecessary amount of space in front, which generally will only increase their frustration. The mere fact that they are following that closely generally infers that they would like you to go faster and/or that you are obstructing their progress. However, your safety comes first and you need to stand by that regardless. If they don't understand how dangerous their driving is that is their problem, not yours. So, space to the rear is largely a matter of awareness with possible adjustments to the front. That's about all you can do about it.





Out of interest, if yours is the last vehicle in a tail-back, i.e. a line of stopped vehicles, you need to be very aware of a driver approaching from behind who isn't looking and thinking far enough ahead and could go into you. That can lead to concertina crashes. Your best strategy here is to hold well back from the one in front and also to have the hazard lights on whilst having your eyes glued to the rear-view mirror and whilst also being ready to engage 1st gear and ease forward into your buffer zone. Simultaneously, whilst holding back and perhaps first and foremost, you need to consider an escape route if there is a suitable option ahead. Once there is another vehicle stopped behind you the hazard lights can be turned off.

ON THE SIDES

The other two options are what I call buffer zones. Ideally, and where you can get it, you want these either side of your vehicle. Being on the left side of the road means most threats are likely to come from the left or, near-side. Apart from being on the offside (that is up to and left of a centre line) in relation to junctions the other obvious nearside dangers are when

passing parked vehicles and cyclists. The recommendation is to leave some five feet between you and a cyclist. Some years ago a case went to court where a cyclist had unfortunately deviated (possibly around a hole in the road, for example) into the path of a vehicle. The judge ruled in favour of the cyclist on the basis that a cyclist is 'entitled to his or her wobble'.

With **parked vehicles** the associated dangers are **people getting out of vehicles** – and people getting into vehicles, because many just seem to walk outside their vehicle and open a door regardless of the prevailing traffic conditions – **vehicles pulling out without warning**, particularly those parked against the flow because a driver, being positioned next to the kerb, very often cannot see whether or not it is safe to emerge until a good part of their vehicle is already into the traffic flow. This is clearly a contradiction in terms because it is obviously the driver's responsibility to ensure it is clear and safe **before** emerging. So the DVSA's decision to effectively encourage this form of behaviour by including off-side parking in the driving test is contrary to their claim to be





promoting 'safe driving for life'. Besides, off-side parking in two-way traffic is a DO NOT in the Highway Code and principally illegal at night. In reality it seems such aspects are the DVSA's desire to have the driving test conform to the expectancy of the general public and, therefore, to the lowest common denominator. That is exactly the reverse direction to which one should be moving when improving safety and, therefore, neither consistent with safety, nor with creating and maintaining standards, which is not what you would expect from the government agency concerned with driving standards. Finally, there are those **crossing between vehicles**, particularly little people who may not be so obvious. Remember that what you can't see can hurt you. Whichever way it runs where ever possible we should be leaving that **five feet to the nearside**. If we can't do that we need to be slowing down proportionately so that if anything untoward should happen, we can pull up easily without contact.

There is one other point about protecting yourself from near-side dangers and that is

what is called an *audible signal of approach*, in other words the horn. Correct application of its use was originally defined in Roadcraft, 'to be considered when all other options had been applied'. Therefore, it is prudent to be ahead of the game and cover the horn just in case. If you are in closed conditions, where there is less possibility of positioning away from a near side threat, a quick short use of the horn can often save the situation. Now it may be that the person to whom that was directed might take offence but, two things arise from this (1) Your safety is again your first priority and (2) if necessary give a clear 'thank you' courtesy signal to try to mitigate the emotions of the upset party. But remember, if their actions hadn't threatened your safety it would not have happened in the first place.

SLOW AND WIDE

Too many accidents occur passing horses because not enough space is left and always remember that even the most stable horses can be spooked at times. So, leave plenty of space and approach with care so that the horse has time to see you.





OFF-SIDE

The offside dangers are mainly associated with on-coming traffic unless, of course, you are on the opposite side of the road preparing to overtake. Issues with on-coming traffic mainly occur where it oversteps the centre line, as in a BUA (built up area) where there are one or more parked vehicles on their side or, when overtaking a cyclist. This leads to what I call the One-Sided Rule. The important thing to understand is that if a vehicle is over the centre line and contacts another that driver will automatically be assumed to be at fault in law unless there are strong mitigating circumstances. What this actually means is that you are entitled to your half of the road regardless of the space available and if, for example, you have a junction to the nearside ahead you might wish to be up to and left of centre-line for your safety. Problem is that 99% of the general public do not know or understand this and if they have a parked vehicle on their side will readily charge over the centre line impinging on your road space, and you have to be critically aware of this possible threat to your safety. Conversely, if you have a parked vehicle on your side and

you have on-coming traffic you need to respect their road space and hold back until clear, that is if you can't proceed without overstepping the centre line and potentially being in conflict with that traffic; hence the one-sided rule.

BSP

Then there is what I call the Basic Safety Position; this one can really be a life saver. BSP protects you from adjacent vehicles making sudden changes of direction or lane moves. I learned the essence of this on the BSM High Performance Course, as it was then. It applies in parallel traffic conditions where you don't want to have the nose of your vehicle in front of the tail of a vehicle in an adjacent lane; either be right up alongside where the driver can see you or, all the way back; never partly alongside. BSP can also be a very valuable safety factor on multi-lane roundabouts.

DOMINANT LINE

There are times when you need a safety zone on both sides simultaneously. Most often these occur in BUAs and in residential areas where there are parked vehicles on both sides of the road and where two vehicles might just





squeeze through a gap. This is not a scenario which you want because you have no safety zones. One answer is to try to take control of the road space so that you have buffer zones on either side. The first point is that there is no guarantee it will work and you have to be prepared to sacrifice your position. Firstly, you recognise the situation early and, if there is no opposing traffic, take an early position, lining up with the centre of the gap. Dominant Line potentially gives you a tactical advantage if opposing traffic then comes into view. The other thing is not to be rushed; be calm, collected and deliberate. If opposing traffic does arrive, and they wait, do ensure you give them a clear courtesy signal. However, on the approach you have to decide on a point of commitment beyond which you are committed to the gap and it is then too late to move to the nearside to wait behind the first vehicle if opposing traffic subsequently appears.

TWO TO ONE

Finally there is the situation where, for example, you are on a dual carriageway in lane 1 and the road ahead narrows down to two-way traffic. In your rear view mirror you can see well back a vehicle bearing down in

lane 2 and feel there is a likelihood of both vehicles reaching the narrowing lanes simultaneously which would create a potential conflict situation. Given that many drivers driving fast have a reluctance to hold back, what to do? Well, if you are looking and thinking far enough ahead, the thing to do is to take control of your road space so effectively creating safety zones around you and inhibiting the possibility of a pinch-point. This means that early enough you subtly move your vehicle to cover both lanes just before they are narrowing down to one and then the lane 2 driver has no option but to position behind you. Generally, considering that sort of driver is often not looking far enough ahead they might not recognise your actions. Again, your first priority it to protect your own safety and do what you can to maintain safety zones around your vehicle. You don't want to get into a no-space scenario if you can avoid it.

So, the moral is always remember that space and time are your greatest aid to safety; quite literally you lose them at your peril.

Nigel Albright
nda@ndaa.co.uk





Most local authorities still operate diesel vehicles: Is your local council hypocritical?

By Lisa Board

To meet international targets for carbon dioxide (CO₂) emissions, in 2001, the government encouraged us to switch to diesel cars, even introducing new tax rates as an incentive, but after experts found diesel emissions contained particulates that cause health problems and premature death, politicians began to criticise drivers of 'dirty' diesel cars.

Despite their talk on the dangers of diesel, local authority leaders aren't leading by example and switching to vehicles powered by alternative 'greener' fuel sources, highlighted by new research showing that almost 92% of council vehicles have diesel engines.



One rule for one and one rule for another

Under the Freedom of Information Act 2000, Auto Express reached out to the local authorities in England, Wales, Scotland, and Northern Ireland and found that, of the 320 that responded, 91.6% of all the vehicles run on diesel with 62 council fleets consisting only of diesel vehicles.

While fleets vary across the UK, the average fleet has 208 vehicles - vehicles such as dustbin lorries, gritters, and minibuses.

Local authorities admit that replacing their fleets' diesel vehicles with electric alternatives isn't an option most of the time, which shows how much the UK relies on diesel. With seven out of the 12 responding councils revealing 98.6% of their fleet is diesel-powered, the Northern Ireland councils depend most on the fuel. Scottish councils are least dependent on





it, having the highest proportion of electric vehicles (EVs) in their fleet, but even nine out of 10 of their vehicles are diesel.

An increasing number of councils plan to either outright ban diesel drivers from entering certain areas or charge them a fee for the privilege.

In November, we told you how Bristol City Council plans to ban private diesel cars from its city centre, yet 369 (81.5%) of the council's own 453 vehicles are diesel, and councillors say they intend to buy a further 64 diesel vans.

And 89% of the 4,844-strong fleet operated by London councils use diesel, including at least 724 (15%) pre-Euro 6 diesel vehicles. Yet, drivers of vehicles with the same non-compliant diesel engines must pay £12.50 to enter the city's Ultra-Low Emission Zone (ULEZ).

Is an electric council fleet just a pipe dream?

Responding to the analysis by Auto Express, the Local Government Association (LGA)—the national membership body for local authorities across England and Wales—said 'councils are

eager to switch to EVs or low-emission alternatives where possible,' but 'the vast majority' of the specialist vehicles councils use don't have workable electric alternatives because 'they don't exist'.

A Spokesperson for the Convention of Scottish Local Authorities (COSLA) said the figures 'show a shift away' from the picture of a traditional diesel fleet and, because of this, there's a progression towards 'decarbonising Local Authorities' fleets.'

COSLA said this shift is likely to span several years but that local government is 'committed to working towards that goal with Transport Scotland and our public sector partners.'

A spokesperson for Bristol City Council who says the council 'has a legal duty to improve our air quality,' said the council hasn't yet established full details of the city's Clean Air Zone (CAZ) plan, but that, once the final scheme is in place, it'll influence how the council uses its fleet, adding, 'the aim is to reduce air pollution and establish Bristol as a carbon-neutral city.'





Councils that depend on diesel still run a high proportion of EVs compared to the proportion of EVs in the UK as a whole. Together, councils own 1,835 Evs - 2.75% of their collective fleets - while the 94,000 EVs registered in the UK make up just 0.25% of vehicles. Of councils with larger fleets (over 20 vehicles), North Somerset has the highest EV proportion, with 36% of its 95 vehicles being pure electric. Of the councils that responded, their fleet included just 306 hybrids and 118 Plug-in Hybrid Electric Vehicles (PHEVs).

The dirty dozen

Across the UK, 12 local authorities stand out because of the number of diesel vehicles in their municipal fleets. These are Aberdeen, Dundee, Glasgow, Edinburgh, Newcastle, Leeds, Manchester, Sheffield, Oxford, Bristol, Bath & North East Somerset, and London. We've covered the plans to improve air quality in London and Bristol, but what can you expect from these other major cities?

Aberdeen, Edinburgh, and Dundee all have Low Emission zones (LEZ) under consultation,

with Dundee's introduction planned by the end of 2020 and Glasgow city centre LEZ will ban non-Euro 4 petrol cars and non-Euro 6 diesel vehicles from 2023.

Leeds, Sheffield, and Bath plan to charge drivers of more-polluting HGVs, buses, and taxis to enter the CAZ, with Leeds charging £12.50-£50, Sheffield £10-£50, and Bath £9-£100.

An emission standard-based CAZ for HGVs, buses, taxis, and vans is under consideration in Manchester and Newcastle and, while Oxford is under development, the council could ban non-EVs from parking in the city centre and upgrade its bus fleet to Euro 6.

The demonization of diesel meant that, in 2017, CO2 emissions rose for the first time in 14 years because of drivers choosing petrol cars over diesel, causing a massive drop in diesel sales. What's ironic is, tests show that most modern Euro-6 diesel engines are less polluting than many petrol vehicles. Let's hope the government doesn't make another U-turn once we're all driving battery-powered cars.





IAM RoadSmart's tips to making test drives more enjoyable

By Richard Gladman, IAM RoadSmart's head of driving and riding standards

There's no getting away with it – you really do need a comprehensive and detailed test drive to judge any new car's abilities.

Making the wrong choice could be a costly mistake, and one you could regret for years to come. Richard Gladman, Head of Riding and Driving Standards for the biggest independent road safety charity in the UK, IAM RoadSmart, has come up with a set of tips to help you make sure you make the right choice.

Not taking a test drive is a false economy.

We know some people aren't confident when trying out a new and unfamiliar vehicle and it's important to know you're not alone.

Here are IAM RoadSmart's top five tips to making test drives more enjoyable:

- Sit in the car in the dealership for as long as it takes to ensure access, comfort and visibility is good enough.
- Ask yourself: is the seat high or low enough, can I see over the bonnet?
- Am I close enough to the steering wheel and able to operate the controls?
- How good is the front, side and rear visibility?
- Check the positions of the mirrors and adjust them accordingly.
- You need to feel comfortable and focused in the car before you switch on the engine.
- If you think it would help, ask a friend or family member to accompany you on a test drive. It might be less intimidating, and you can find out how the car feels to them.
- If test driving a car with a child, make sure the child-proof door locks are activated, ask if your child seat is compatible with that car and ensure it is correctly fitted.





- Some dealerships are happy to deliver a new car to your home so you can test it overnight or for the weekend. This will give you a better insight into living with the car, and they can only say no if it's something they don't offer.
- Be firm, but polite if the salesperson tries to use the test drive as an extended sales pitch. This is your time to decide on whether this car is right for you.

Richard said: "Buying a new car can be an exciting time but be careful not to rush into any expensive decisions. Insist on a test drive that is representative of your daily driving and if that is not possible, you are always welcome to walk away. The salesperson is their to do a job which is to sell you the vehicle, if you feel pressured then make sure you take back control of the situation. Be confident in your negotiations and don't forget the car-mats, we all count it as an extra win if we get a free set of mats."

Watch the latest 'IAM RoadSmart's tips to making test drives more enjoyable' [video here](#).

TAKE THEM OFF THE ROAD

It's about time the authorities did something about older drivers on our roads.

For far too long older drivers have caused havoc as they hog the left lane, stick to the speed limits, even the roadworks limits, and stop at stop signs, causing great inconvenience and often preventing others from doing whatever they like.

Another major concern is that by avoiding fines and demerit points, they are not doing their bit for the revenue of the state, and therefore placing a further burden on younger drivers.

Until older drivers can prove that they are proficient at weaving in and out of the traffic, driving while texting, tail gating, using drugs or doing burnouts they must be banned from holding a licence.

I French, Hervey Bay



Concerned about an older relative's driving?

By Tim Shallcross

Concerned about an older relative's driving? Tips on how to talk to them about it from IAM RoadSmart

Spotting the signs of a loved one's driving deteriorating as they get older can be difficult. At what point should you tackle the issue and suggest it might be time for them to stop? As part of its older drivers' campaign, raising awareness of the issues faced by many thousands of mature drivers across the UK, IAM RoadSmart's head of technical policy and advice, Tim Shallcross, has put together some top tips based on his own experiences.

Try to have a conversation about it sooner rather than later; it's a very good idea to raise the subject while there's nothing wrong with

their driving – “How will you feel if eventually you have to give up driving? How would it affect you?” for example.

Take the opportunity from time to time to be a passenger with them to see how their driving is – and look out for any changes over time.

Signs of deteriorating driving include looking but not seeing at junctions, reduced ability to judge speeds, poor reversing – and dents on the car. For more signs to look out for, see IAM RoadSmart's short video [here](#).

Even if you do have concerns, your relative might well be able to carry on driving safely for many years with a little tuition and guidance. Point out that as we age, the risks associated





with driving change and that it might be good to get an independent view such as a [Mature Driver Review](#). Stress that it is not about giving up driving, just reducing the risks.

Remember how much of a life changer this could be – imagine what it would be like for you if you suddenly had to give up driving. The impact might well be greater for your relative than for you if they can't walk or cycle easily. Be sympathetic but firm if you are sure their driving is below standard.

Don't have a large family discussion – your relative may well feel everyone is ganging up on them. One to one is best, two to one at most.

Stick to the facts. Have there been near misses you are aware of? Don't condemn the driving outright, talk instead about safety for them and others.

Identify beforehand the pressures that keep him or her driving – does their partner or spouse drive? How far away are essential amenities? What alternatives are there?

If necessary, introduce the idea of internet shopping and other online services that are available.

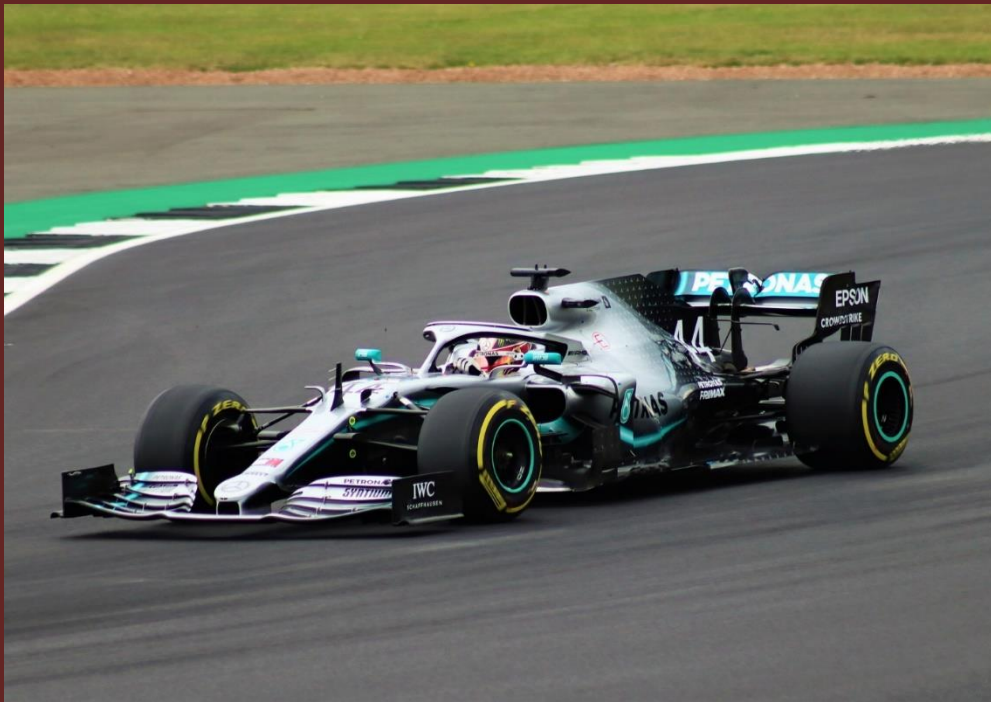
Know when to stop and try another day. It's pointless getting into an argument where tempers get frayed. Leave your relative to think about it for a while and often they will realise that what you're suggesting makes sense.

There are a number of resources available to help older drivers stay safe on the road for longer, and also on how to make the decision to stop driving when the time is right. Apart from [IAM RoadSmart's advice here](#), [Age UK](#) and the [Older Drivers' Forum](#) also offer guidance.



Don't be a drama queen

By Rodney Kumar, IAM RoadSmart media relations manager



You can't have failed to notice that Lewis Hamilton recently became six times winner of the Formula 1 World Championship, thus becoming the second most successful F1 driver of all time behind Michael Schumacher. While many (me included) watch Formula 1 for

the thrills and spills, there is something that sets apart the most successful drivers from the rest - their driving has as little drama as possible.

Lewis has won this year's title by minimising mistakes, consistency and being smooth - getting the car working to his best advantage.

While sliding, dramatic turns, power slides and wheel spins may look great, all it does is slow a racing driver down - and slowing down means losing.

So, how does this fit in to what we do at IAM RoadSmart, in making better

drivers and riders? The same principles apply to how we all drive on the road. You have likely spent many thousands of pounds on your car - why ruin it by sharp braking, dramatic movement, hard acceleration and making your tyres squeal by turning while driving too fast?





All you are doing is ensuring you have to replace car parts sooner... or maybe there are people who enjoy throwing hundreds of pounds down the drain when they don't have to!

More important than the cost of replacement spare parts for your car is the heartache of what taking 'thrills and spills' onto a public road actually means.

As IAM RoadSmart has recently highlighted, 1,784 people were killed in road crashes in 2019 - and human actions will have been the cause of almost all of them. What makes this worse is that the vast majority of these crashes could have been prevented.

While many people bemoan speed limits, they are there for a reason. A 30mph limit (introduced 84 years ago) with streetlights denotes a built-up area, meaning there's a higher chance of distracted children with other things on their mind who could potentially walk out into the road.

So, don't be surprised if a child runs out in front of you... that 30 limit, houses, schools and streetlights should have been your first clue there may be youngsters about. "He just jumped out in front of me!" is what some might say if they hit a child - but where were your 'radar' and observation skills to alert you that there could be a risk situation?

Advanced driving teaches us to look out for the easy clues as to what could be happening on the roads around us. But, driving lessons do this as well - and it seems people tend to forget very quickly.

Everyone can be a champion of the road, like Lewis Hamilton and our own President Nigel Mansell are champions of the track. So, follow their example, and cut out the drama.

For more information on our Advanced Driving and Riding Course, click [here](#).





Distracted drivers targeted by AI “Interior Monitoring System” arriving in 2022

By Jamie Rogers

I’ve worked in automotive engineering for 30 years, with everything from a race-tuned Reliant Robin engine (to be used as a fire pump) through to Formula 1, and everything in-between – WRC, WEC, IndyCar, BTCC, WTCC and low-volume manufacturing, to name a few.

I grew up with sci-fi vehicles like the Johnny Cab, or watching the original Top Gear with William Woollard and Chris Goffey, in which we were presented ‘The Car of the Future’, usually

in the guise of something with wings, or semi-autonomous capacity. Today, we are living that sci-fi reality.

It’s easy to decry this technology as the ‘Nanny State’ governing us and our driving, and to a degree, that’s exactly what it is. But, and it’s a big but, it’s these smaller steps of semi-autonomy, Artificial Intelligence, and governance, that are leading the charge to science-fiction, becoming science-fact.





Artificial Intelligence

Gone are the days of perfecting the manual gear change, double declutching, balancing power against grip, or even just reverse parking into a tight spot; modern cars can take care of all of that, and so much more.

Driving was once an art, possibly flamboyant, definitely something that you never finished learning or perfecting, but with the PlayStation generation, it's just a tool, a method of transportation, where your inputs need to be bare minimum, with maximum efficiency. Is that such a bad thing?

Of course, much of the innovation comes from the need for safety, but it could be argued that it's a vicious circle: As cars become easier to drive, with less thought needed, driving standards fall because drivers don't need to be as aware, or switched on.

Whatever the reasoning, a new way of driving is upon us, and it's making the most of modern

and innovative technologies such as Artificial Intelligence.

Bosch Interior Monitoring System

The latest news in safety and monitoring, comes from the German brand, Bosch GmbH. They are pioneering a system that uses a combination of cameras and AI to monitor the occupants of a vehicle.

The system is capable of actively adjusting numerous safety systems (seat-belts being a prime example) to best contain or minimise injury; cameras mounted in the steering wheel, rear-view mirror and roof, will monitor eye movement, blink rate, and seating position to best determine whether the driver is distracted, or even if the passengers are sitting in an awkward position (as is the way with most children).

It can then take the appropriate action, be that adjust seat-belts, slowing the car, or just sounding a warning signal.





1 in 10

Past research tells us that around one in ten accidents are caused by distracted or tired driving, the European Commission estimates that systems such as the Bosch IMS could help save 25,000 lives by 2038.

That's no small number, but you'd have to ask yourself whether in 2038, a system such as this will still be relevant? Surely, full autonomy will be commonplace, with human decisions at an absolute bare minimum?

With that said, this type of technology will be used in production vehicles from 2022, along with the speed monitoring systems and numerous other AI-based innovations, all to make our motoring lives safer. While I dislike the fact that these systems seem to be removing the skilful element of driving, I appreciate that these are necessary if we're to make the switch to full autonomy in the future.

However, we've all seen the photographs of Tesla drivers seemingly asleep at the wheel, letting the Autopilot system do all the work.

While that behaviour is (currently) illegal, and Tesla have built-in some safeguards (such as having your hands on the steering wheel), surely that's the obvious misuse of these systems that we'd expect?

This is part of the problem that we referred to earlier – as cars become easier to drive, with less input needed, driving standards will fall, and we could see a spike in collisions and accidents as a result. American police have already had to use the Tesla's Autopilot to bring a car safely to a stop (with the Tesla system recognising that the car in front was slowing to stop and it followed), but reliance on safety is still down to the one thing that can't be changed; human behaviour.

Truthfully, there's no easy answer, and the gap between traditional drivers and the PlayStation generation is getting wider – think of your elderly mother continuing to struggle with sending a text, and how frustrating that is to someone where it's second nature. These modern generation vehicles will soon become similar.





Keep on trucking: driving tips from IAM RoadSmart

By Richard Gladman



Driving in front of, or even behind, a large lorry can be daunting. But there's no need to panic as Richard Gladman, IAM RoadSmart's head of riding and driving standards, is here to help with seven top driving tips to keep you at ease.

- When you're driving on a motorway, you'll notice many lorries with overseas number plates. Bear in mind that the driver will be sitting on the left-hand side rather than the

right, so you may be difficult to see and the driver may be getting used to his lane position in the UK. Take extra care when passing and allow more space if you can

- We've all heard the saying: "If you can see their mirrors, then they can see you." However an HGV can have up to five mirrors and the driver can only see one at a time so he may not spot you. Hold back and you will eventually be visible in their mirrors
- Identify when there is a likelihood of the HGV changing lanes. Is there a slip road coming up with joining traffic that may force you into a lane change? Or if there is an HGV in lane two, are they likely to move back into lane one? Be accommodating by hanging back and allowing them to move into the lane they want
- At some point we've all experienced heavy spray from an HGV in front of us. You can





control this by increasing the distance between yourself and the lorry. The Highway Code suggests at least four seconds in the rain but if needed, make it more. Not only will it prevent your wipers working overtime, it will also improve your vision beyond the HGV

- An articulated lorry will track sideways in a right-hand bend on the motorway and on a roundabout, so avoid being next to it. A good rule of thumb is to be safely in front of or safely behind, but never beside an HGV when entering a roundabout
- If you see a queue of traffic in front of you and have an HGV behind you, introduce your brake lights early to pre-warn the driver behind and slow down gradually. This will let the HGV driver extend their braking distance and stop in plenty of time. On a motorway or dual carriageway, hazard lights can be used to show drivers behind you of any issues further in front (rule 116)

- Despite being legally limited to 60mph, an HGV can only physically reach a maximum of 56mph on the motorway. So if you do see a HGV in the right-hand lane, give them a helping hand by slowing down and letting them get into the left lane. Allow them to pass more easily if you can

Richard said: “As any HGV driver will tell you, they sometimes need a bit of extra space to move down the road.

“Visibility can be restricted and no amount of mirrors will allow all of the blind spots to be monitored all of the time. By applying some simple rules and sharing the road space, we can make life easier for all of us. On a roundabout they will need more than one lane so let them have it; a few seconds delay will be worth it if you prevent a crash. Walk a mile in the other man’s shoes and understand what he may need.”



Living in electric dreams?

By Kate Tonge

Christmas was an opportunity to catch up with family, friends... and the odd bit of TV. Relaxing on the sofa, surrounded by abandoned chocolate wrappers, I was struck by the car ads I saw. So many of them were for electric vehicles, the drive to a greener and more environmentally friendly approach to travel seems to have finally taken off.

It all put me in mind of one of my highlights from 2019, when I drove my first electric vehicle. And not just any old electric vehicle



either. I was lucky enough to take a drive in an I-Pace, Jaguar's first full battery-electric vehicle.

I've been driving a hybrid car for the last couple of years and I was excited to have the opportunity to try out an all-electric car. I'd love to go electric and I was interested to find out how different a driving experience it is.

And what I discovered was just how different it really is. The quiet start, I was expecting. The handling – accepting my normal car isn't a Jaguar – was largely similar. What took some getting used to was the use of the accelerator and brake pedals.

In my experience a hybrid car behaves much like a petrol or diesel vehicle. Take your foot off the accelerator and your speed decreases gradually. Using the advanced driving principles of observation, anticipation and planning means driving smoothly by adjusting the amount of acceleration gently, with less need to dab or jab the brakes to adjust to the speed of other vehicles and the prevailing conditions and speed limits.





It also helps with fuel economy, always a bonus in my view.

An all-electric car is a different kettle of fish completely. Slowing down is dramatically different. As you take your foot off the accelerator, instead of speed gradually reducing you slow down immediately and rapidly.

Approaching a roundabout, I instinctively moved to cover the brake, in case I needed to stop completely, just as I was taught and have done for my 30+ years of driving. I was almost stationary in a heartbeat and way too far back from the junction.

By a process of trial and error - hopefully more trial than error - I discovered that almost all the driving is on the accelerator. The skill is to balance the accelerator pedal and slow down progressively. The only time you really end up touching the foot brake is when you're stationary.

The point of all this, for me, was that while I made adjustment to my driving style to take into account the vehicle, I felt more vulnerable out on the road. I wasn't helping other road users and I was driving in a way that made me unpredictable and potentially dangerous.

Now I'm sure those of you who are much more

familiar with cars and probably the laws of physics than me are wondering how I could have been so naive.

But that's the point.

Because sooner or later we're all going to try out and even choose to drive an electric vehicle. And in order to do so safely and enjoyably, we're all going to have to learn new driving skills which take into account a different response from the vehicle.

Researching for this blog, I discovered that my experience is a common one. And while it can take some people a few moments to accommodate the change in driving style, for others it could take considerably longer and carry more risk, for all road users.

What's the solution? Well, as this is about driver behaviour, it's my view that IAM RoadSmart could have a valuable role to play. I am frequently asked what we believe our long-term future is if autonomous cars are just around the corner.

This feels like a more immediate opportunity and one which I hope we will find ways to rise to.

Meantime, I wonder how many more pennies I need to add to the piggy bank to afford one...?





What to do if you're involved in a collision



If you've been involved in a collision, you'll know how scary it can be. But do you, and your family and friends, know what to do? Hopefully you will never need this advice but just in case, Richard Gladman, IAM RoadSmart's head of driving and riding standards has written some helpful tips on the steps to follow:

- Stop your vehicle as soon as it is safe to do so. Your hazard lights may have already

come on but if not, switch them on to alert other motorists. And remember, failing to stop is an offence.

- Speak to the other driver(s) involved. You need to supply your name and address, the details of the owner of the car and the insurance details if you have them. Make sure you record these details from the other driver(s) as you will need them if you make an insurance claim.
- Take photos of any damage on your car and theirs. Try to get at least one photo which includes the registration number.
- If you're involved in a collision on the motorway and you're uninjured, and able to get the vehicle to the hard shoulder, make sure you move to a safe place like behind the Armco barrier. If you are in a live lane and unable to move, put your hazard lights on and call for help. Knowing which carriageway you are on (either A or B) will help the emergency services locate you.





- If you're in a residential area, ensure your hazard lights are on and move to a safe place to inspect your vehicle. If you or any other party is injured call an ambulance.
- Try to remain calm. You may be in shock and it's normal to feel shaken after a collision, but it's important you do not drive away until you feel safe to do so.
- Do not admit liability. Stick to the facts and report these accurately to your insurance company.
- If there are witnesses make sure you speak with them and get their details, they may be able to give a statement to the police or to your insurance company.
- If you have dash cam, this footage could be useful to police and your insurance company to help apportion blame.

When should you call the police?

- If anyone involved is injured, the road is blocked, or the location is such that a danger is being caused then call the police.
- If the collision involves a large animal or a dog and the owner is not present.

- If you think the other driver is under the influence of drink or drugs or is guilty of a traffic offence.
- If the driver doesn't stop or refuses to exchange details or leaves the scene.
- If you have any suspicions speak to the police, they may not attend but will record the call and give advice.

If you've been involved in an incident, and have lost some confidence on the road you may benefit from an Advanced Driver Course. Or if you want some support with particular aspects of driving, our Driver Assessment may be for you.

Richard said: "Being involved in a collision can be stressful, even a minor bump can disable a car and may be costly to fix. Make sure you get as much information as you can from the other driver and any witnesses.

"Try to stay calm. It is likely that no matter who is to blame, the other party is feeling the stress as much as you are. The main priority is to make sure you are all safe whilst dealing with the collision."





**Closing date for the summer 2020
edition of the Wessex Advanced
Motorists e-Newsletter is 20th April.**

**All contributions would be very
welcome.**

**All items should be sent to
ed@wessexam.uk or
by mail to David Walton at
Little Paddocks, White Street,
North Curry,
Taunton TA3 6HL**