



Exeter & Torbay Advanced Motorists

Summer 2017

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The Editor reserves the right to edit articles for publication.

Chairman's Chat

Greetings all:

Dennis, Meg and myself attended the IAMRoadSmart South West Regional Forum in April at the Haynes Motor Museum, a useful exchange of ideas and an update on how the business is doing. There is an intention to organise an Observer Training Day there next month, but no further details forthcoming as yet.

Some discussion also on the 'Fellow' category of membership, this entails having a re-test every three years, as IAM Surety, our insurers now have statistics showing that our skills do deteriorate after about five years from taking the test!

I have been very impressed with the turnout at the meetings, thank you to those who do make the effort. We are now on our 'Summer Schedule' with practical events lined up, the Observational drive in May was well supported, we have the famous 'Gym-Car-Na' at Poltimore in June, a 'Meg's Mystery Tour, also a 'Spot the Fault' drive.

And finally:

The Vicar's five year old daughter noticed that her father always paused and bowed his head for a moment before starting his sermon. One day, she asked him why.

'Well' he said, proud that his daughter was so observant of his messages. 'I'm asking the Lord to help me preach a good sermon.'
'Why does he never listen?' she asked.

Little Johnny and his family were having Sunday lunch at Grandma's house. Everyone was seated round the table as the food was being served. When Johnny was given his plate he began eating straight away.

'Johnny! Please wait until we have said our prayers' said his Mum.

'I don't need to' the boy replied

'Of course you do' said his Mum, 'we always say a prayer before eating at home'

'That's at our house' Johnny said, 'but this is Grandma's house and she knows how to cook.'

Safe Driving

John Tibbs

Welcome

We extend a warm welcome to the following Associates who have joined the Group since the last newsletter

Jessica Lomax	Winkleigh
Jake Lomax	Chulmleigh
Sandra Nicoleau-Gould	Cullompton
Paula Sheldon	Exeter
David Penney	Honiton
David Price	Newton Abbot
David Clarke	Exmouth
Sarah White	Ashburton
Roger Chambers	Exeter
Jennie Pym	Exmouth
Jeff Herrington	Mortonhampstead
Freya Garry	Sidmouth

We also welcome full member **Raymond Smith** from Liskeard who is joining our group to do his Masters.

Claire Chilcott,
Membership Secretary

Congratulations

Exeter & Torbay Advanced Motorists - Test Passes Masters, Observers and Associates

Congratulations to the following who are now Full Members of the IAM, having passed the advanced test since the last newsletter. Our thanks, as usual, to their Observers.

Member	Mentor
Don Potter	Dennis Leworthy
Paul Westwood	Dennis Leworthy

Observer	Mentor[s]	Local/National
Martin Edworthy	Rob Adams Dennis Leworthy	National
Derek Higgs	John Tibbs Dennis Leworthy	Local

Associate	Observer	Comment
Jim Joiner	Graham Fry	

John Tibbs
Associate Co-ordinator

Greetings from the ETAM Skills Co-ordinator

Greetings all: I am pleased to report the Driveout from Whiddon Down was better supported, still more Observers than Associates though! I will organise one for the East of the County in June, from Cara's Diner at the Greendale Industrial Park, we will publicise it with more detail in due course.

We are into our summer practical sessions now until August; do come along to brush up on your skills. We will be having a 'Spot the Fault' session also, your chance to pick up on the Observers faults – I know you enjoy it!!

Regarding Associates, I now have six awaiting allocation, and we are having a fairly steady turnover.

It is disappointing to note that several Associates are struggling to complete the course, or have given up for one reason or another and have not bothered to advise their Observer or myself? I would re-iterate that all the Observers are volunteers, and we would also expect some commitment from the Associates to progress their coaching. Obviously, a lot do have other commitments, but they should appreciate that they need to allow time for the course. From some of the queries I get it would appear that Associates have little or no idea of what we require from them, despite receiving their Advanced Driver Course Logbook and my introductory letter when they are allocated! The information is there, please read it!

O.K. - rant over!

Of those Associates that have passed their test, it is pleasing to note that several have gained a F1rst, and also are considering progressing to the Master's qualification, and even becoming Observers – so it's not all doom and gloom!

Safe Driving

John Tibbs

Monthly Meeting Reports

No monthly meeting reports have been received by the Editor.

Group members who attend these are asked to consider writing a report in the absence of a Social Secretary.

Forthcoming Events

The Group meets on the first Wednesday of every month (except January). Meetings start at 7.30pm.

**Kenn Centre
Exeter Road
Kennford, Exeter
EX6 7UE**

The Kenn Centre is situated off the A38 (Exeter to Plymouth road) in the village of Kennford. The Centre is clearly signposted once you arrive in the village and free parking for 40 cars is available close to the main entrance.

7th June The ever-popular ‘Gym-Car-Na’, to practise manoeuvring skills, with the opportunity to drive a tractor and trailer!

**Poltimore House, Poltimore,
Exeter, Devon EX4 0AU**

Directions

Poltimore House is just off the B3181 north of Exeter, signposted Pinhoe and Broadclyst, J29 is the nearest exit from the M5

5th July A ‘mystery drive’ organised by Meg Privett

2nd August The also ever-popular Observer check drive, passengers spot the deliberate [non-hazardous] faults that the driver is doing!

6th Sept Presentation by MPC Jo Plant, Accident Reduction Officer, Devon & Cornwall Police (tbc)

4th Oct

AGM, which are Area Manager Shaun Cronin is attending, to give an update on how IAMRoadSmart is progressing.

As the Social Secretary role is currently vacant the committee are trying to arrange talks for 2017/18. If you have any suggestions please contact us and if you can help with approaching possible speakers.

Please do come to the monthly meetings, we hope to have something of interest for you and it is good to keep in touch with other members and to hear what is happening in the driving world. If you know of anything you would like to hear about please let me know.

Any problems finding us ring the IAM mobile on 07522 48 08 83 for directions.

IAM Skills Day at Thruxton

‘If a man waves a red flag and points at you, stop! There’s an aircraft in distress, and it takes priority.’ So said the safety marshall at the briefing one Monday afternoon in early April. About 25 of us were gathered, including Derek Higgs and me from Exeter and Torbay Advanced Motorists (ETAM), at Thruxton Circuit in Hampshire for an IAM Skills Day. The 2.5 mile track goes around the outside of what is a functioning aerodrome. No jumbo jets mind, just lots of light aircraft and helicopters, and none were in distress that day, clearly not distracted by the wide selection of cars going round the track.

For me, this was an eagerly awaited treat. Lewis Hamilton I was not, although I was driving a Mercedes, even if only an SLK, but there the similarity ended! And no, I didn’t find out how fast it

would really go, for this was a skills day, not a track day, and there is a difference. We were there to learn some of the basic race track skills of braking, cornering and acceleration, but in an environment unconstrained by oncoming traffic, and with a wide expanse of smooth tarmac, any bit of which we could use, as long as we kept going clockwise!

We soon learned there were places on the track which were much better to be in than others, although there is a degree of discretion as to the most appropriate line, and my instructor encouraged me to try variations. Different coloured cones guided our decisions: finish braking by the red one, the yellow one marks the apex of the corner, green is to aim for as you exit it. And yes, IPSGA really is relevant. Some of the **Information** you would normally take in is lacking on a race track: no lines of trees, lampposts or buildings to suggest where the road is going. So you need to learn the track, especially with regard to what comes after this particular bend, or you won't get your **Position** right. Sometimes you need to take what seems a counter-intuitive position on the first bend, or you will be completely unable to position correctly for the one immediately following. So, as ever, it was important to get the **Speed** right before the bend.

On my early laps, Gary, my instructor was giving lots of guidance until I got the hang of this. It was reassuring though, because pushing the car faster round bends than I would do on the public highway might have made me wonder about the ability of my car to stay off the grass! I was, however, most impressed by it, despite making it do what at first appeared ludicrously tight turns for the speed. Only once did the tyres scream, and then only briefly, and the car never lost its composure.

My car is an automatic, so being in the right **Gear** was mostly not a problem. In Sports mode it holds onto gears to higher revs, and only when I was becoming more accomplished did I really need to nudge the gear down so as to get more instant **Acceleration** out of the bend. Putting your foot down to carry you out of the bend and

over to the green cone you were aiming for was a very pleasurable sensation.

Coming round the end of the runway the track slopes down in a long gentle curve, and this would be the fastest part of the circuit, but to hone our skills, the organisers had inserted two chicanes, marked by cones. So despite 3 litres under the bonnet, I didn't get to more than 90mph before extremely rapid braking was necessary, bringing the car in a wonderfully straight line alongside the first of the cones. Again, I was delighted at the way the car did exactly what it was asked. I found I could take the cones very tightly with the car going exactly where it was pointed.

The final, permanent, chicane just before the grandstands, was another one where the obvious line for the first bend would leave you completely out of position for the second half of the sequence. It took me a few laps to crack this one, but I got there.

Each instructor was assigned two drivers, and we would each go out for about a quarter of an hour or so, then come in for a rest while the other one went out. This gave both cars and drivers a chance to cool down, and an opportunity to reflect on what we had just learned. My car seemed to take it all in its stride; perhaps I wasn't driving it hard enough! But I found the breaks useful, as driving the circuit required a very high level of concentration, so spreading the sessions out over a period of nearly 3 hours suited me well. The weather was fine and sunny, and the importance of hydration was emphasised, so plenty of water, tea and coffee was available. Research has shown that driving dehydrated can slow your reactions as much as being at the drink: drive limit.

The breaks between drives also gave a chance to talk to other drivers and guests. Drivers are welcome to bring a guest, they might even sign up for an advanced driver course! The friend I took reassured me that he thoroughly enjoyed the experience from the sidelines, and was able to take a number of photographs. A

professional photographer, Kelly Dowling, was also there to capture the moment, in fact many moments!

Most vehicles seemed to take the corners well, the bigger difference was in the acceleration out of them, reflecting differing power levels and power to weight ratios. But this was not a race, rather an opportunity to improve your driving skills, and to understand better the capabilities of your vehicle. At the end of the afternoon, Gary, my instructor, assured me of the distinct improvement made, and I could tell the difference from lap one. I was much faster, and smoother, and whereas to start with he was talking me through most of the manoeuvres, by the end of the day he was almost silent, and I don't think he was asleep!

Much thanks to the IAM organisers and the IAM volunteer instructors. Volunteers do tend to be the happiest people, and there were lots of smiles on the drivers' faces too!

Graham Fry

Derek pursues Graham through the chicane



Photo © courtesy of Kelly Dowling

Learner Driver Test Stalled Over Instructor's Car

A learner driver was on course to pass her test - until the instructor's uninsured car was stopped by police. The learner and examiner were pulled over during a driving test in Tile Cross, east Birmingham, on Saturday. West Midlands Police checked the car and found it also had no MoT. They later seized the car.

The force's road policing unit said the student would have passed the test had it not been interrupted, as no mistakes had been recorded. The driving examiner and student were taken back to the test centre, where the driving instructor was questioned by police.

The 46-year-old admitted knowing the car was not insured but denied knowing the car had no MoT, said police. Police seized the car and took the driving instructor's badge.

She was reported to the Driver and Vehicle Standards Agency and will need to provide valid insurance and MoT documents to police at a later date.

What Technology Will Feature On The Cars Of Tomorrow?

Cars of the Future

Cars have been steadily advancing for over a hundred years and are now more efficient, more maneuverable and safer than ever before, but what does the future of the automotive industry hold?

YourParkingSpace explored some of the emerging technologies that could one day feature on our cars and have created an

infographic to show off this technology. We are already starting to see autonomous driving vehicles on our roads and internet connected systems being integrated into vehicles, but what else can we expect? Take a look below to find out.

Car exterior Biometric vehicle access – You can now access your smartphone with your fingerprint, but cars in the future will allow you to unlock and start your car by using your fingerprint too.

Safety sensors – safety sensors will be placed throughout the vehicle and monitor all aspects of the vehicle’s surroundings. Driver override systems will also be implemented which will take control of the vehicle to avoid collisions.

Theft protection – Theft is a big concern to every car owner and there are already systems on the market that can remotely shutdown a vehicle that has been stolen. This technology will be widely used by car manufacturers in the future meaning that vehicle thefts will be widely reduced.

Pre-charged brakes – some high-end vehicles already have systems that pre-charge the brakes to give them more power when the pedal is pressed, but in the future these systems will be more advanced and able to tighten the seat belt and apply the brakes automatically to avoid collisions.

Advanced cameras – advanced 360-degree cameras will help drivers to be aware of their surroundings, while aiding with parking, pulling out of blind junctions and spotting potential hazards.

Electric motors – With battery technology advancing at an exceptional rate, cars of the future will have better range, faster charging capabilities and be lighter than their fossil fuel counterparts. There are already a number of car manufacturers focusing on all electric vehicles, with VW, Audi and Peugeot planning to bring full electric cars to the market by 2020.

Autonomous driving – Driverless cars are the future and will be here much faster than people expect. Whether the vehicle is predominately used for parking manoeuvres, picking you up based on your GPS location or used for fully autonomous journeys, one thing is for sure it'll change the way we drive forever.

Energy storing body panels – It's not as far-fetched as it sounds. Car manufacturers are already testing light weight body panels that can store energy and feed it back to the engine when it needs it. These panels can store energy produced by regenerative braking, during the charging phase or even solar power.

Car interior - Fully connected – In the future most vehicles will be fully connected to the internet, allowing passengers to access all their entertainment needs, just watch out for the pop up adverts.

Interactive heads up display – Window display technology isn't new, but in the future these displays will contain much more information such as traffic patterns, weather and directions. These displays will also be interactive, allowing the driver to display specific information in real-time.

App Central – In-car Wi-Fi will allow passengers to access an array of apps from entertainment and shopping to news and social media. Driving specific apps will also evolve including advanced parking apps, real-time congestion software and notification apps synced to your calendar and contacts for easy access.

Health monitoring – With fitness trackers becoming more popular than ever, car manufacturers are already looking at ways to monitor passenger's health. Specialised vehicle sensors will track all aspects of our lives including fatigue and stress levels and will be capable of predicting infections and heart attacks.

http://topcarnews.co.uk/news/article/311/what_technology_will_feature_on_the_cars_of_tomorrow

Car Vending Machine

The Singapore 'vending machine' which dispenses Bentleys, Ferraris and Lamborghinis to rich customers



A 15-storey tower touted as the world's largest luxury car vending machine, filled with luxury high-end cars from used car seller

Forget about fizzy pop and crisps - a "vending machine" in Singapore is now offering up luxury vehicles, including Bentleys, Ferraris and Lamborghinis.

Used car seller Autobahn Motors opened a futuristic 15-storey showroom in December, with vehicles on display in 60 slots, billing it as the "world's largest luxury car vending machine". Customers on the ground floor can choose from a touchscreen display which car they wish to see.

The car arrives within one to two minutes thanks to an advanced system that manages vehicle retrieval, the company says. Gary Hong, general manager at Autobahn Motors, said the vending machine format was aimed at making efficient use of space in land-scarce Singapore as well as standing out from the competition.

"We needed to meet our requirement of storing a lot of cars. At the same time, we wanted to be creative and innovative." Mr Hong has been approached by developers interested in using the company's Automotive Inventory Management System for parking services, he added. Vehicles on offer run from modern luxury sports cars to classics, including a 1955 Morgan Plus 4.

US company Carvana also uses vending machine-like towers to sell used cars. In March, it opened an eight-floor structure that holds up to 30 cars in San Antonio, Texas.

Substandard Driving Instructors To Be Exposed In Ofsted-Style League Table

OFSTED-STYLE ratings for driving instructors will be published amid concerns that too many learners are being forced to sit their test repeatedly because of substandard tuition. The Driver and Vehicle Standards Agency (DVSA) is threatening to release rankings for Britain's 40,000 driving instructors for the first time to steer novices away from poor-quality lessons.

It follows the publication of figures showing that less than half of tests are passed, with learner drivers taking up to 39 attempts to gain their licence – leading to long waiting lists in some areas. However the agency revealed that alternative plans mooted by the government over a year ago to introduce financial penalties to prevent badly prepared drivers from taking their test too soon had been scrapped.

The Conservatives announced that a deposit would be added to the £62 test fee, with only successful candidates getting some of their money back. It was designed to force learners to delay taking the practical exam. However Gareth Llewellyn, the DVSA's chief executive, said that the proposals had been badly planned and could hit the poorest people hardest. He also said there were

concerns that it could lead to a rise in the number of violent attacks on examiners from frustrated motorists who lost their deposits, with 236 verbal and 13 physical attacks already being logged in 2016.

Speaking to The Times, Gareth Llewellyn said the agency would instead focus on driving up standards of lessons to improve learners' chances of passing first time. Instructors are subjected to regular checks by the DVSA but only 30% achieve the highest ranking, grade A. Almost 69% are rated as merely satisfactory. Last year 682 instructors were struck off after failing to reach minimum standards.

There is no requirement for instructors to make public their rating, and only 3% do so voluntarily. Mr Llewellyn said ratings would be published in the next few years if instructors failed to volunteer the information.

Figures from last year showed that a 38-year-old man from Liverpool passed his driving test on the 39th attempt. At least two others from Sutton Coldfield and Weston-super-Mare passed on their 36th attempts. In all, 48.6% of practical tests were passed in the last three months of 2016, down by 0.4% on the previous year.

Mr Llewellyn said: "We are encouraging driving instructors to publish their rating. If they don't do that, then at some point we will compel them to do that. We will put out information into the public domain so that parents can choose a good driving instructor."

New 2017 Road Tax Rules Explained

From 1 April 2017, all new cars will be taxed against three new VED bands - zero, standard and premium - with taxation calculated on a combination of emissions and the list price of the vehicle.

This means that only cars that emit zero CO2 and cost less than £40,000 to buy new will qualify for zero VED. The majority of petrol and diesel cars will pay a standard rate of £140 a year, while hybrids will pay slightly less, £130 per year.

As well as new VED bands, the government is introducing new first year rates, which are calculated on the CO2 emission levels. Most family car buyers will pay between £100 - £160 for the first year rate, while the most polluting cars (255g/km+ of CO2) will pay as much as £2000. All cars registered before April 1 2017 will continue to be taxed against the old CO2 emission levels.

How will the new VED rules affect me?

The new rules will only affect new car buyers. The current VED bands - which are taxed against CO2 emission levels - will remain in place for all cars registered before the 1 April 2017. This means cars that emit up to 100g/km of CO2 (band A) will continue to pay zero VED. The rates for other bands (B - M) will most likely rise with inflation.

Will electric car owners have to pay road tax?

Most new electric vehicles will continue to qualify for zero VED for the foreseeable future. However, electric cars that cost more than £40,000 to buy will be liable for the premium car tax rate. That means owners will pay nothing for the first year rate and £310 for the following five years. Once the car is older than six years, it will again qualify for zero VED.

Tell me about the new VED bands

They're surprisingly simple. 'Zero' emission cars pay nothing, 'Standard' cars pay £140 after the first year and anything that costs more than £40,000 to buy will pay an additional premium of £310 on top, for a total of £450, after the first year. There are also new

first year rates, spanning from £10 to £2000, depending on how much CO2 the car produces.

CO ₂ emissions (g/km)	First year rate	Standard rate*
0	£0	£0
1-50	£10	£140
51-75	£25	£140
76-90	£100	£140
91-100	£120	£140
101-110	£140	£140
110-130	£160	£140
131-150	£200	£140
151-170	£500	£140
171-190	£800	£140
191-225	£1200	£140
226-255	£1700	£140
Over 255	£2000	£140

Will owners of expensive cars be worse off?

Some will, given the hike in the first year rate, but a number of polluting cars will benefit from the new system. Buyers of expensive hybrids will be punished, although the government claims that 95 per cent of petrol and diesel car owners will pay £140 a year.

How will this impact owners of hybrids and low emission vehicles

Badly. All hybrid buyers will have to pay for road tax, although it won't be quite as much as petrol or diesel cars. Instead, a new first year rate will be introduced and owners will then be required to pay £130 for every year after - a move that will add up to £500 to the long-term running costs of some of Britain's cleanest and most efficient cars. However, if you already own a hybrid (or buy one before the 1 April 2017) your VED bills will remain unchanged.

Is the government going to make more money out this new system?

Even by the government's own predictions, the new VED system will net an additional £1.4 billion over the next four years. There is some good news though; all of the money raised from VED should eventually be used to improve the UK's roads.

What about vans and classic cars?

VED for commercial vehicles remains unchanged, for now.

No change for classic cars either. Owners will continue to pay the standard VED rates for pre-2001 cars.

Drivers Facing £526m Fines from Smart Motorway Cameras

UK motorists have been hit with up to £526 million in fines from variable speed cameras since they were first installed on motorways in 2013. A Freedom of Information request by price comparison site Confused.com found that 210,538 fixed penalty notices were issued to motorists driving over the speed limit when passing under a variable speed camera point.

A survey of 20,000 UK motorists found that one in three motorists has had an accident or near-miss caused by sudden changes in the speed limit, or know of another driver who has. A further eight in 10 drivers caught speeding have blamed it on sudden changes in speed that came as a result of variable smart motorway cameras. Just one in 10 motorists are aware that variable speed cameras can drop to 20mph on UK motorways.

Amanda Stretton, motoring editor at Confused.com, said: "There seems to be a perception among drivers that variable speed

cameras on smart motorways are there to catch people out, and it's no surprise with up to £526m in fines issued last year alone.

Variable speed limit sections have been found to generate large numbers of penalty notices. Cameras situated between J19 and J20 of the M4 have collected 40,320 fines from 2015 to 2016, coming ahead of cameras on the M5 between J16 and J17 which generated 27,398 penalty notices.

ETAM Motoring Snippet

From 'The Week', 25th March 2017

Dementia Tests for Drivers:

Japan has introduced a law compelling elderly drivers who commit traffic offences to undergo tests for dementia, in response to a series of fatal accidents involving confused older drivers. A quarter of the Japanese population are over 65, and an estimated 15% of them suffer from dementia. In Aichi Prefecture a restaurant chain and a funeral firm are offering discounts to elderly drivers who can prove they have surrendered their licence.

Japan issues one of the world's hardest driving tests. Learners must be over 18, and the test is taken on a simulated course; a fail can result before the driver even gets in the car, if they don't bend down low enough to check underneath for cats. In which case they'd be feline disappointed...

In Mexico, it isn't necessary to take a driving test. Anyone over 18 can buy a licence for 626 pesos (£28). There are more than four million cars in Mexico City alone

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**Deadline for contributions for the next newsletter:
18th August 2017**