



NOTTINGHAM ADVANCED DRIVERS

Welcome to the summer edition of the Nottingham Advanced Drivers Newsletter 2018. The warm weather has helped us get out and about a bit more than normal. Please enjoy the newsletter and if the text is too big or small or you want more or less give us your feedback!

GDPR Update Please don't ignore this!

Many thanks to those members who completed the online GDPR opt-in form and those who returned an opt-in form by post. The link to opt-in online is still available at <http://nottsiam.org.uk/memberoptin.html>

The current position is:- We will continue to send Newsletters to all current members who pay their subscription by Standing Order. Unfortunately members who do not pay by Standing Order and do not renew their membership after an annual reminder will have their details removed from our membership records. You can set up a membership Standing Order for £10 at any time using this information:

Payee: Nottingham Advanced Drivers
Sort code: 40-08-46
Account number: 71072250
Reference: your name

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Nottingham Motor Show 2018

This year's Motor Show at Wollaton Park in Nottingham was a huge success for the Advanced Drivers Group.

A number of Nottingham Advanced Drivers group members, including Mike Swift, Colin Davenport, Dave Beresford, Jayne Marshall, Deb Attwood, David Crooks and Jon Jones (who produced an article for the IAM weekly news) manned our stand at the Nottingham Motor Show over the weekend of June 2nd/3rd.

Saturday was damp and pretty gloomy so although visitors came by to see what we were about we only got one or two serious enquires.

Sunday was very different, we had a very successful day and obtained the details from five very interested people that wanted free taster drives or the full course (discounted for the show to £120). We have had a further four direct approaches through IAM Roadsmart hand outs, where people contacted us via the IAM and four further enquires via our own NAD website. This is all excellent news which means our observers could be busy for the next few weeks!

Thank you to all that took part and helped run the stand, it would not have happened without you!

The pictures above are of Colin Davenport and Deb Attwood talking to customers at our stand. If the committee agree, we hope to get involved



again next year and would really like to see more of you helping for a few hours or just popping along for a chat as some of you did this year. It was really good to see you all.



STANDARDS MEETING

To be held on Saturday 20th October '18
10:00 am at the Edwalton Golf Club

Guest speaker: **Peter Serhatlic** -
Regional Service Delivery Team Manager (Northern)

Hello everyone,

During 2017 we achieved something great, that was to get 16 out of 18 of our observers passed at National Observer (NO) level, and 2 through the LO level at their request. No mean achievement I feel sure, and thank you to all observers and trainers involved.

Observer Training.

To comply with the Group Handbook, we need to instigate an ongoing training plan. By attending this meeting, you will be helping us to begin this process and therefore to meet the Group Handbook requirement for observer training at least once a year. Therefore, it is very important that you do your best to attend. Will you please confirm attendance to:

ivanbilyk@hotmail.com or to colin.davenport@ntlworld.com

Agenda:

10:00 Meeting start: Welcome from myself with any Health and Safety items.

10:15 Introduction from Colin Davenport/Simon Poulton, *briefly* explaining our GDPR requirements.

11:00 A presentation from Peter Serhatlic followed by a Q & A session.

Break for Lunch at 12:30 (free Buffet)

13:15 Mike Swift presentation

15:00 Meeting close.

If anyone has any special dietary requirements, will you please advise me asap.

Free Tea and Coffee will be available throughout.

Please note: This meeting is open to all interested NAM group members especially if you are interested in becoming a local or national observer for the group, just let one of us know and you will be very welcome.

Thank you
Ivan Bilyk – Group Chair

Nottingham Advanced Driver Group Information

As a local IAM affiliated group we provide all the mentoring and guidance you'll need as you develop your advanced skills with our team of friendly and skilled Observers. Each group provides this support in a number of different ways so please get in touch to find out more about the mentoring you will receive from us.

Group Contact Details:

Colin Davenport and David Crooks are on the Group website with more information about our training courses and other useful information. www.nottsiam.org.uk

National Contact Details:

Details of the national IAM Roadsmart and the range of training courses available nationally can be found at <https://www.iamroadsmart.com>



Advanced Driving and Electric Vehicles

In the last issue I produced an article about how diesel engines were not as bad as some would make out and that electric vehicles were not quite there yet. In response to this, Nick Kay (Group member and observer) has responded with an excellent article giving a slightly different point of view. See below.

Following the article by Mike Swift in the last group newsletter, I feel the need to correct some regular misnomers about electric vehicles, and put forward the point of view of someone who has been an IAM member and observer for a few years, and has recently moved to an electric vehicle, in the form of a Tesla Model S.

I also had the opportunity recently to take the IAM's Richard Gladman out for a drive in my Tesla, to discuss the application of Advanced Driving to this new generation of vehicles.

Range & Refueling: The thing that most casual observers and car journalists don't 'get' about EVs is the fundamental shift in the way you use and refuel them that an EV brings. But first, the 500 miles thing. Be honest – how often do you *really* drive 500 miles without any break? For me, that's never, in fact you'd struggle to do that in any direction from Nottingham without getting wet... How about I offered instead around 250 miles range **every** morning, having refuelled overnight... and if you stopped twice in your occasional 500 mile trip for 20 minute 'loo and Costa', breaks, you had recharged whilst parking to get more than that range? And if that recharge was free from a proprietary charging network built into the price of the car? That's called the future... but it's what I'm getting with the Tesla...

Sound: As for noise, I'm convinced that's a generational thing – our generation(s) grew up to associate V8 burble, or V12 scream with power and fun. My 6 yr old son however loves the 'space age' clunk-whoosh of a ludicrous launch, and the relaxation of a quiet road trip... I tend to agree with him.

Advanced Driving safely, systematically and smoothly: More importantly for us as Advanced Drivers, how do they drive? Well in my view, the power delivery and regenerative braking of an Electric Vehicle make for a very smooth and flattering vehicle for those with advanced driving skills, but the fundamentals remain unchanged. Being systematic on the approach to hazards applies equally in any car; most EVs with direct drive motors have an absence of a gear phase, but the information gathering and positional phase of the system remain as important as in any other vehicle. The big difference is how you achieve the speed phase; this is more often than not achieved using regenerative braking from the release of the throttle. Brake lights will be applied if deceleration is determined to be within 'braking' parameters, but with experience and practice, acceleration sense as utilised in a 'normal' vehicle can be achieved and finessed to produce a smooth drive. Regen is often misunderstood – it usually employs the electric motor as a generator to recover electricity into the battery. Losses in the energy conversion process mean that it only recovers a proportion of the energy put in; Tesla quote 'up to 60%' - which is pretty good, but still means (for instance) racing up to lights then regening to a stop still isn't an efficient (or smooth) advanced approach – better to gently lift earlier and not take the energy out of the battery in the first place. The final System phase is the revelation in most pure electric vehicles – the linear power delivery and instant torque give the potential for grin producing acceleration – many EVs are as quick as sports cars up to safe and legal speeds.

For these reasons, I view hybrids, particularly plug in hybrids (PHEVs) as an interesting 'gateway' to the world of electric motoring, but once you've had an electric vehicle with a reasonable sized battery/range, trust me, you won't want or feel the need to cart around that rattly smelly, noisy internal combustion engine any more...

I've written enough for this time, but if people are interested, I may write again about the automation and assistance systems that are coming in many cars, especially electric vehicles, and changing the way that we control our vehicles – moving from active driving to monitoring and managing systems.

If anyone is thinking of going electric, if you want to know more, or want a demonstration drive, please do give me a shout.

Nick Kay
driving@slicelink.com



We all know that a correctly fitted child seat is a much safer way to carry children in a car but how many of us are familiar with best practice and the UK law on the subject!

I fitted child seats for my daughters as they were growing up and remember having to insert bolts into the body of the car and fit nylon straps connecting the child seat to a bracket fixed by the bolt. I now transport grandkids on a regular basis so still have child seats, but these are ISOFIX mounted.

We are very lucky to have a number of subject experts within our own group, one such person is National Observer and Committee Member Jayne E Marshall. Jayne has put together the following information which I am sure you will find interesting. Mike Swift.

Car seat safety for babies and children

We are all responsible for the safety of passengers in our cars, particularly vulnerable individuals. It is vital that this extends to being fully aware of the specific type and correct fit of seat approved for the vehicles in which a baby or child travels. This in turn can markedly reduce a child's risk of death or injury if they are involved in a road accident.

The largest proportion of deaths and injuries among road users are car occupants. They account for 46% of all those killed (Department for Transport 2016). Twelve children less than 10 years of age are killed or injured as passengers in cars every day. A baby travelling in a car is particularly vulnerable as a result of its head accounting for a quarter of its total body size as well as the neck muscles being underdeveloped. Babies need to be correctly restrained and it is a legal requirement that they are transported in rear facing seats that support the head and distribute the force of a collision through the shoulders and back.

All children must travel in appropriate car seats until they are 12 years old or 135cm tall according to the law. If a car seat is to prevent injury it has to be the right size for the child and properly fitted. The Good Egg Car Safety found that of over 4,000 car seats checked in 2016 in England and Scotland, 66% were incorrectly fitted.

TOP TIPS

- Never buy a second-hand car seat as it may have internal damage that is not visible
- When buying a car seat, ensure it will fit your car as well as the cars of grandparents and carers. Always check the car manual for guidance and ask for a demonstration.
- Install the seat in the back of the car: the middle space being the safest.
- Front air bags should be deactivated before fitting a rear-facing car seat in a front seat as the air bag could crush and suffocate a baby.
- The seat should feel secure and not wobbly. You should just be able to fit two fingers between the baby's shoulders and the strap.
- Parents who use taxis should identify a reliable company that provides properly fitted child seats.
- Seats are designed for travel, not sleeping so a baby should not be left in the seat for longer than 90 minutes.

Professor Jayne E Marshall, Foundation Professor of Midwifery at the University of Leicester, an Advanced Driver of the Nottingham Advanced Drivers Group and a National Observer.

On the Road: Group Update from David Crooks

Nottingham Autorama,

We were pleased with the interest shown at our stand at the Autorama at the beginning of June, with a good number of drivers signing up for taster drives.

We have now carried out all of these with 4 then signing up to take the full advanced drivers' course.

Please remember these taster drives are open to any driver.

We have been making increasing use of them for some time. They are not just a product of the Autorama. So, if you know anyone who wants someone to have a look at their driving (in a nice, friendly, manner), tell them to have a look at our website for contact details. These can be arranged fairly quickly.

Also remember that the taster drives are available to existing group members who just want a quick check that their driving is still up to the required standard.

David Crooks.

A survey conducted by road IAM RoadSmart has found that members are increasingly disillusioned with the state of the roads in the UK – and feel the Government is not doing nearly enough to tackle the problem.

The survey of more than 7,000 IAM RoadSmart members found that the majority think that our roads have become much worse in recent years, that there are many more potholes than ever before, and that they have to swerve to avoid potholes on every journey.

Some 47% - over 3,400 respondents – say they have experienced damage to their car, commercial vehicle, motorbike or bicycle, or personal injury as a result of hitting a pothole.

Around 90% have spotted a deterioration of some level in the roads they use with just over 50% rating the state of their roads as 'much worse' in the past three years and 38% rating them 'worse.'

Some 81% - close to 6,000 people – say they have noticed 'many more' potholes in the past three years, adding in the 13% who have seen 'a few more,' that gives a total of 94% who report more potholes.

Over 56% say they have to take avoiding action on every journey to dodge potholes, while 27% say they have to steer around a pothole every day.

While a third of IAM RoadSmart members are willing to consider new funding ideas to help improve our roads, half were against a 2p increase in fuel duty and most of those were strongly opposed.

Mike Quinton, Chief Executive Officer of IAM RoadSmart, said: "IAM RoadSmart is deeply concerned at the safety implications of drivers having to swerve to avoid potholes as well as the high level of damage and injuries revealed by our survey.

"We are looking to the authorities to work together to produce a long term and sustainable plan to reduce the backlog of road maintenance before yet another damaging winter sets things back even further.

"The figures from our survey are compelling and it is increasingly clear that those who use the roads on a daily basis are pretty much united on this one - enough time has now passed for a long term plan to be in place and for work to have started. As our survey has shown, this is now the motoring public's number one priority."

What do you think about the roads in Nottinghamshire? I personally think the standard has deteriorated substantially over the last few years. I was talking to a mechanic a couple of months ago who mentioned he changes lots more suspension springs now due to speed humps and pot holes!

Let me know what you think and if you have any really bad (spring braking) potholes in your area especially if there is a safety issue. We can contact the highway authorities to advise and see what happens!

mjd.swift@gmail.com



Official Provider

Advanced Driver Assistance Systems

As vehicle technology becomes more advanced, a growing number of vehicles are being built with intelligent systems to help motorists. Advanced Driver Assistance Systems, or ADAS, is a term used to describe these smart features. As time moves on, these systems (and others) will be used to produce autonomous driverless vehicles. Some of this technology has been around for quite a while (cruise control for one) whilst other systems are brand new. I have been lucky enough to have driven with a few of these and I do like most of them. On the other hand I also like to be able to turn them off and drive using my own "brain" to make the decisions as well.

The article would be far too long to list everything currently available but here are a few of the assistance systems available. Please note, different manufactures have different names for basically the same thing!

AFLS - Adaptive Front Lighting System: Automatically turns the headlight beam to the right or left dependent on the vehicle's direction. This works well, sometimes turning on an additional light depending on the direction of travel, its nothing new, I remember Citroen doing this years ago!

IHBC - Intelligent High Beam Control: Allows driving with the high beam on at all times. If the camera detects other traffic on the road, the distribution of light from the high beams is adjusted so as not to blind the approaching driver. Not to be confused with misaligned LED headlights.

ACC – Adaptive Cruise Control: Cruise control system that automatically adapts speed to maintain a safe distance from vehicles in front. You set the distance you want to follow at, and the system does the rest, I love it on long runs.

BSD – Blind Spot Detection: These systems provide vital information about blind spots, areas that cannot be seen easily by the driver. Few drivers check their blind spot before changing lane, this system does it for you and I believe some will reduce the power steering effect to make it harder to steer into danger, others just switch on a warning light.

HDC – Hill Descent Control: A system that adjusts speed by applying the brake or shifting to lower gears while driving down a hill. Most new trucks have a downhill speed control that brings in an exhaust brake or retarder to control downhill speed which is set by the driver.

HUD – Head-Up-Display: A transparent display that shows information on the front windscreen, allowing drivers to keep their eyes on the road, instead of having to look away toward information on the dashboard. Been around for years, just ask an RAF pilot.

APS – Automatic Parking System: Designed to help a driver park. Some perform the entire job automatically, while others simply provide advice so that the driver knows when to turn the steering wheel and when to stop. Excellent system but I have heard some can be caught out if there is not a kerb as the car thinks you are parking in a bay so reverses onto the pavement!

ISA – Intelligent Speed Adaptation or Intelligent Speed Advice: A system that monitors vehicle speed, warning the driver to adjust their speed if it is higher than the allowed limit. Typically uses Traffic Sign Recognition and map data to determine the speed limit.

TJA – Traffic Jam Assist: Keeps the vehicle at a safe distance, adapts speed and some systems can take control of steering in lower-speed, dense traffic situations.

NVA - Night View Assist: Captures images using a thermal camera or active infrared lighting and presents it on a dashboard display. This increases the driver's perception and viewing distance at night.

DMS – Driver Monitoring System: Use cameras or other sensors to determine if a driver's attention is still on the road and operating the vehicle safely. Most systems track eye blinking rates and gaze direction whilst others look for the driver's head to nod in a tell-tale motion that indicates sleepiness. When this happens typically a warning buzzer will sound, then progress to a louder noise with a light displayed on the dashboard. This continues until the driver interacts with the system to cancel it.

LKA - Lane Keeping Assist: Combines a forward-facing camera to detect lane markings with an electric power steering system, keeping the vehicle in the centre of the lane. Some systems will buzz the left speaker if drifting left or the right speaker if drifting right. I do find this a pain in roadworks at times!

TLR/TSR– Traffic Light/Sign Recognition: A camera-based technology that detects and analyses traffic lights or traffic signs, either to inform the driver or to provide information to the vehicle for autonomous driving.

AEB – Automatic Emergency Braking or Autonomous Emergency Braking: Monitors the proximity of vehicles in front, detecting situations where a collision is imminent. Braking is then automatically applied to avoid the collision or mitigate its effects. I have driven with this for a couple of years and it works! It has to be fitted to (nearly) every truck above 7500kg since November 2015. It does occasionally respond to "false positives" but will make a real improvement to safety

PAEB – Pedestrian Automatic Emergency Braking: A system that performs automatic braking if a pedestrian is detected in front of the vehicle. Other systems detect pedestrians around the vehicle and give a warning.

With these systems being adopted by the manufactures at the current rate, I think things will move quickly towards the autonomous vehicle and before long we will have to change our driving style to suit. For instance, I don't normally indicate to change lane unless someone will benefit, I might have to change as the vehicle might think I am drifting! What do you think?

Mike Swift.