

FORWARD

Issue 27

The Newsletter for

Somerset & Wiltshire Advanced Motorists

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FORWARD

Newsletter of Somerset & Wiltshire Advanced Motorists

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2027 Annual General Meeting

We are pleased to announce that **our next AGM will be on Tuesday, 2 March at 19.00 for 19.30** at Beckington Memorial Hall (Bath Rd, Beckington, Frome, BA11 6SH, just off the A36).

Our speaker at the AGM will be Mac McGarry who will give us a talk on the Falklands war, which has its 45th anniversary in 2027 and in which he served as a commando. Further details about the AGM will be on the website, and in the next issue of *Forward* due in February.

We have no meetings planned for the winter months, but if we do arrange anything, details will be on the website and you will receive an email about them if you have given us an email address.

Editorial

Welcome to the latest edition of *Forward*. From page 5 onwards there are reports of the events we have held in the late summer and autumn which show that we are an active group with interesting events to attend. The events include a very informative talk on SMIDSY (Sorry Mate I Didn't See You) and the Treasure Hunt in August, and a visit to the Wiltshire and Bath Air Ambulance and a 3-in-a-car meeting in September. There is an event in October, but we do not expect to be holding any meetings in the winter months. However, we are planning to hold events regularly from spring onwards. Please keep your eyes open for details.

There is also an article reminding you about paying your fees for 2027. These are due at the beginning of January, and details of how to pay are on page 14. The easiest way is to set up a Standing Order, so, if you haven't already done that, please think about it.

We welcome a good number of new Associates this time, and congratulate those who have successfully completed their course and passed the test, with a high rate of F1RST passes. Many congratulations to them and their Observers. They all work very hard to achieve these results and their efforts have paid off.

Simon Cowley has written an interesting article on headlights from the very first ones to the latest ones which can be blinding to other cars, but are fantastic for the driver. Surely there must be a way of having excellent headlights which don't blind oncoming traffic.

Peter Huntington has written us an excellent article on how the way in which we drive affects our fuel consumption. This is particularly relevant at this time of exceptionally high fuel prices. Thank you, Peter.

Clare Hogg, Sue Phillips

The next edition of *Forward* will be published in February 2027. Please submit motoring-related articles and/or digital photographs to the Editors (*who reserve the right to edit them*) by Friday 2 January at the latest. Names of authors and their home addresses should be disclosed to the Editors who will withhold them from publication on request.

Group News

SMIDSY Talk

Stephen Wilkinson-Carr is a Senior Tutor for RoSPA and an Occupational Psychologist. His talk, Sorry Mate, I Didn't See You (SMIDSY), is relevant to both drivers and riders and we were pleased to welcome riders from Wiltshire and Bath Advanced Motorcyclists. He remarked that his talk is also informed by his own accident that happened when he was 17. The talk is aimed at helping us to understand SMIDSY type accidents, and to improve our hazard awareness so that we can drive and ride more safely and confidently.

Stephen first showed a film of a variety of near miss accidents. He asked us to form groups to discuss the causes of the accidents. There were many suggestions, such as a failure to look properly, failures to judge the speed and path of other drivers and poor manoeuvres.

Stephen showed us charts which encapsulated the top causes of accidents for the year 2024.

The main causes are all due to driver behaviour – including a failure to look (more than double that of any of the other cause), overshooting a junction, a poor turn, travelling too fast for the conditions, aggressive and reckless driving, exceeding the speed limit, distraction and being affected by alcohol and drugs.

The majority of accidents – looked but failed to see – occur at junctions.

Stephen had a list of junctions which he asked us to put in order of danger. These included crossroads, mini roundabouts, slip roads, T-junctions and private entrances. After our efforts to order these, Stephen told us that private entrances were the most dangerous, followed by mini roundabouts and multiple junctions.

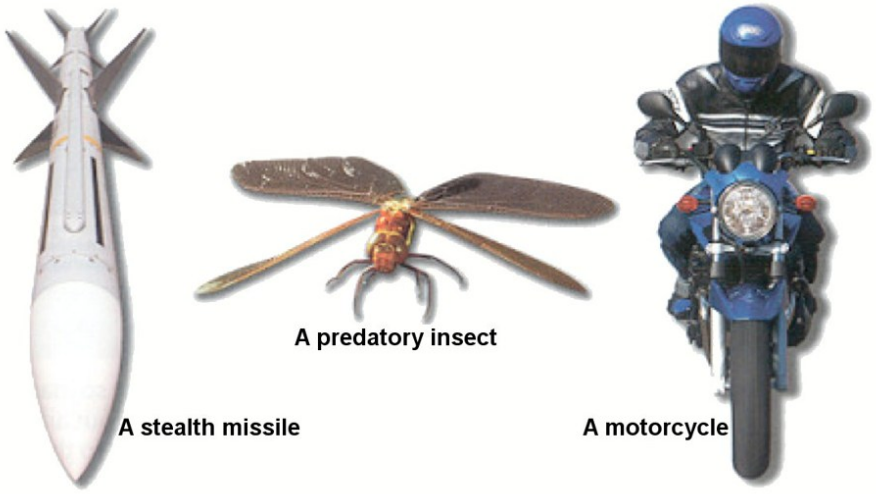
I think we were all surprised to learn that over 25% of accidents, 1 in 10 of serious accidents and 11% of motorcycle accidents, occur at

private driveways. Vehicles both enter and exit private driveways. It is important not only to look but also to see and take note of vehicles whether you are entering or exiting.

Stephen continued his talk by explaining visual processing and why people 'fail to see'.

Visual processing is the brain's ability to interpret and use the information received by the eyes. This can take time so that if something is moving quickly towards you, you may not take in what you can see. Also, he said it is very easy to miss something you are not looking for and that often you see what you expect to see, not necessarily what is there. For example, if you expect a road to be clear you might not see a vehicle travelling towards you.

He explained the concept of 'motion camouflage'. Motorcyclists can become almost invisible to drivers as they ride directly towards them. Motion camouflage is now thought to make bikes blend into the background and vanish from the driver. A related optical effect, 'looming', makes them visible again, but at the last minute!



What do these have in common? They are all invisible when hurtling at you.

It is important that drivers look twice to counter these effects and then take another longer look. It is also important that riders wear high viz clothes to ensure they can be seen. Stephen said that pink is the best high viz colour – at least until everyone wears it!

Speed

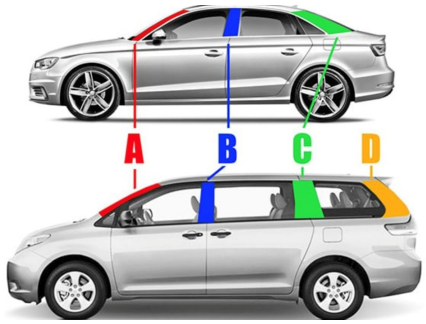
Stephen talked about the effect of speed and the chart shows the dramatic effect that reducing speed has on fatalities.

The effect of speed

	All ages (ave)	Over 60s
At 20 mph	1% die	5% die
At 30 mph	7% die	50% die
At 40 mph	31% die	98% die

Other concepts include **blind spots**.
Everyone has blind spots, they are a normal part of eye anatomy (although it is also important to have your eyes checked if you become aware of more blind spots or changes in your vision). It is important to keep looking round, to move your head, to look for longer in order to counteract this retinal blindness and to see the whole picture.

Then there are the blind spots created by the car – the pillars that connect the windscreen to the side of the car, the pillars by the rear doors, the pillars that connect the rear windows to the car. It is not enough to look just through the windscreen. Drivers must look through their side windows on both sides as well as in the mirrors to get a complete view. Drivers should not rely on a glance but check and double check blind spots and always look twice.







Tips for cardrivers to counter SMIDSY

Assume something is there
Look methodically
Look twice
Think: where is the sun?

A few other reasons people look but fail to see…





Other photos showed drivers: applying lipstick, shaving, using a mobile phone, reading a book, eating from a bowl with a spoon and with neither hand on the steering wheel, with a dog on lap, with a baby on lap (!).

Stephen's talk was entertaining and informative. He gave us a lot to think about, especially as our eyes do not always tell the truth and we must keep looking to discover what is really there.

Treasure Hunt

In August we had an excellent evening with good weather and a challenging treasure hunt. Lindsay and Robin had worked out some varied and interesting questions, taking the teams about 40 miles around the Wiltshire countryside. There were 32 questions to answer, requiring good observation and thinking carefully about the questions. A particularly challenging part, for some teams, was hunting for ribbons tied round posts and fencing. [Especially good observation was required for those. Clue: the ribbon was red. Try enlarging the picture if you can.] We also had three items to bring back. Nine teams of two took part, and all enjoyed the hunt.





The winners were Dave Edwards and Clare Hogg, second were Ron Lomas and Ray Robbetts and third were Peter and Sara Huntington, all receiving prizes of chocolates or wine.

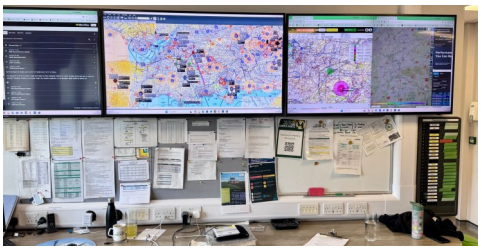
Holding the event in August rather than early July

meant that it was getting dark earlier than would have been the case, which made the final stages difficult for some. In future we will try to stick to June or July to take advantage of the longer days.

Many thanks to Robin and Lindsay for the hunt, and to Penny and Rosemary for the refreshments which were gratefully received.

Visit to Wiltshire and Bath Air Ambulance

About 20 members and guests visited the Wiltshire and Bath Air Ambulance HQ in Semington in September and were treated to a fascinating tour of the facility. We were fortunate that the helicopter was on site, so we were able to see that, and also that the crew were there to tell us about their work. In the operations room there was a pilot, a doctor and a critical care paramedic, who told us about how the system works and the kind of calls they attend. We saw the charts on the walls showing the area covered and other information relevant to the operation of the helicopter.



The helicopter is dispatched by the HEMS (Helicopter Emergency Medical Service) desk in Exeter, which co-ordinates five different air ambulance services from Cornwall to Wiltshire. The dispatchers monitor all calls to the ambulance service in the area and identify incidents where an air ambulance is needed, and are able to see which available helicopter is nearest to the incident.



We were also able to see the room where the team do their training, every shift if possible, and were shown the mannequin they practise on. They have as much automated equipment as possible in order for the crew themselves to be able to concentrate on the care needed for the patients. We were shown a LUCAS machine which could do automatic CPR, and another which can provide doses of medication automatically. Everything possible is done to enable the crew to treat the patient at the scene. It is like having a portable A&E

department in the helicopter which enables emergency care to be carried out at the scene. Often, the medical team at the incident is able to give the patient the emergency treatment they need immediately, and a land ambulance is able to take the patient to hospital, freeing up the helicopter for another call, and being a more comfortable ride for the patient.

We had the good fortune to have the helicopter on site during our visit and we could see it up close. We were shown the seat for the medical professional who was the clinical lead for the case next to where the head of the patient would be, another seat for a paramedic or a relative, and the two seats at the front, one for the pilot and one for a paramedic who also acts as navigator, and is in contact with HEMS.



The staff of an air ambulance are incredibly highly trained. They all have many years of experience as pilots, doctors or paramedics, and then a great deal of extra training in order to be able to undertake their duties in the very challenging conditions in which they are working, and there is extra training, in navigation for example, to be able to assist the pilot during the flight.



Following our tour of the site, we were provided with tea and coffee, and we would like to offer a big thankyou to the team of volunteers who showed us round and explained some of the equipment and system to us, as well as to the medical team who told us about their work.

3-in-a-car—Confidence vs Over-Confidence

In September we had a 3-in-a-car meeting with Ray Robbetts (Deputy Chief Observer) giving a talk first on the subject Confidence v Over-Confidence.

Confidence is the feeling that you can depend on your qualities and ability. In driving, confidence is characterised by calm decision making,

smooth vehicle control and a realistic awareness of one's own limits.

Over-Confidence is an increased or exaggerated belief in your abilities that ignores reality, and can be summed up as 'Attitude exceeds Ability'.

You can progress to over-confidence by getting away with several risky behaviours (speeding, mobile phone use etc.) and this produces confirmation bias. Drivers now believe they are above average. This inflated sense of skill diminishes risk perception

Signs of Over-Confidence

Tail-gating: Overestimating your speed of reaction.

MGIF: Must Get In Front. Cutting up other drivers, rapid change of lanes, undertaking, believing that you are faster and better/more skilful than other drivers and they are slowing you down.

Road Rage: 'Holier than You' mentality. Confident that you are better at driving than others on the road. Ego takes over.

Speeding: Constantly driving above the speed limit, coupled with not wearing a seat belt. Showing off/ Peer pressure. 'Too cool' to drive sensibly.

Passing on blind bends: Impatience. Over-confident that there is nothing around the corner.

Skilled experienced drivers can also be over-confident. They become more casual and confident if nothing bad has happened in the past. Progression through the levels of Advanced Driving can lead to over-confidence in some – even in Masters. Ray said that his experience with a few of them has demonstrated that!

Following Ray's talk there was a short discussion. Peter Huntington raised the issue that lack of confidence is also dangerous, giving rise to slow and hesitant driving which can cause problems for other drivers.

The topic of Autonomous Emergency Braking was raised. This is a feature in all new cars since May 2022 which means that the car can apply the brakes if it detects a problem in front of it. This takes away the 'thinking time' which is part of the 'stopping distance' advice given in the Highway Code, and means that the car in front of you might

stop more quickly than you would expect. It is therefore wise to allow a longer gap between you and the car in front than you might have done in the past to give you time to stop if it were to stop suddenly.

Following Ray's talk, those present went out for a drive, two or three in a car with at least one National Observer, changing driver on their return to Beckington for another run. It proved to be a successful and valuable evening. Thanks to Peter for organising the meeting and to Ray for his talk, as well as thanks to Penny and Rosemary for the refreshments.

Welcome and Congratulations

We Welcome New Associates

Roger Beardsworth	[*Observer:* Tony Burton]
Kathryn Billing	[*Observer:* Paul Moignard]
Robert Elketon	[*Observer:* John Morley]
Martin Flemings	[Observer: Mark Ellis]
Hazel Parks	[Observer: Peter Huntington]
James Parry	[*Observer:* Ken Fryer]
Francesca Rinaldi	[*Observer:* Paul Pywell]

We Congratulate

IAMRS Test Pass

Reuben Alcock*	observed by Michael Muncer
Paul Horne	observed by David Major
Peter Jones*	observed by John Morley
Chris McCormack*	observed by Dave Edwards

* F1RST pass

General Data Protection Regulation
Information for SWAM Members
GDPR Contract Statement

SWAM is required, under GDPR regulations, to notify members each year of our contract with you regarding the data we hold about you and the way in which it may be used. Please read the following statement carefully.

Somerset and Wiltshire Advanced Motorists (SWAM) would like to thank you for being a member of the group. As part of your membership contract with us, we may contact you with information on training, committee matters, social events or group drives together with newsletters/magazines relating to the group and road safety.

Photographs, videos and written updates of SWAM events such as training, committee matters, social events or group drives, at which you may be in attendance or referred to, may also be published on social media sites such as Facebook, X etc, in the group newsletter (*Forward*), on group related websites or in the press.

SWAM may also share your information with IAM RoadSmart in order to administer membership activities.

Option to withdraw from the above

You have the right to withdraw from receiving or participating in any of the above by contacting SWAM.

If you do not wish to receive information on training, committee, and social events, together with newsletters/magazines relating to the group and road safety, or if you do not wish to appear in or be referred to in or on any group social media sites such as Facebook, X etc, in the group newsletter, on group related websites or in the press, please contact the Membership Secretary, Peter Huntington, either by email (membership@swam-iam.org.uk) or by post to: 17 Regents Field, Trossachs Drive, Bath, BA2 6RP. In addition to your full name, please give your IAMRS membership number.

Membership fees and Gift Aid

Membership Fees

The annual membership fee for SWAM of £12, or £15 for two members at the same address, is due at the beginning of January 2027. If you pay by Standing Order, you don't have to do anything. If you pay by BACS or cheque you will need to pay in January and if we do not receive your payment by the middle of the month, Peter Huntington (Membership Secretary) will send you a reminder. Please send cheques to Mike Twitchett, 1 Westbrook Park, Weston, Bath, BA1 4DP.

Gift Aid

Because we are a registered charity, we are able to augment donations using Gift Aid. This means that for every pound you pay, provided you are a taxpayer and sign up to Gift Aid, Somerset & Wiltshire Advanced Motorists will receive an extra 25p from HM Revenue & Customs.

Subscriptions qualify as donations, which means that your £12 can be turned into £15, so long as it is made through Gift Aid, thereby generating extra funds for the Group and it won't cost you anything. We are therefore asking all members to sign up to Gift Aid if they are able to.

Many of you have sent us forms and we are very grateful for that. If you are a new member and haven't returned a form but are able to sign up to Gift Aid, please ask Mike Twitchett (Treasurer) for the form. It is also necessary to remind members that if for any reason they are not able to claim Gift Aid after having signed a form, they **must** tell the Treasurer. The form which you have signed permits the claiming of Gift Aid until you notify the Treasurer otherwise. This can often happen when members change jobs or retire. It can be a permanent or temporary change, depending on circumstances, but it is your responsibility to tell us so that we can make the necessary change to our records. If you are unsure if you have sent us a form, please contact Mike. Contact details are on page 2.

Headlights—Simom Cowley

Brilliant innovation Dazzling problem



Ever since 1886 when Benz Patent-Motorwagen put the first powered automobile on the road there has been a need for lighting to allow drivers to see the road ahead at night. As vehicles' capabilities increased, the speed they were driven quite often outpaced the capabilities of the lights. Here we will explore the innovations over the last 120 years that have made car headlights the squint-inducing dazzling beams of photons they are today.

Early headlights used the method of making light such as in the carriage lamp and miner's lamp. Calcium Carbide was put in the bottom of a container with a reservoir of water above. The water was dripped through an adjustable valve onto the calcium carbide and acetylene gas was produced. Ignite the acetylene, it burns and light is given off. The more water that was allowed to drip onto the carbide the more acetylene was produced and the greater the light given off. Clearly there were some limitations of this approach: light was minimal, more of a warm glow; refilling the carbide and the water periodically was necessary; igniting the gas; not to mention the safety aspects of a naked flame in the vicinity of combustible fuel. There was an obvious need for a better solution.

Luckily we didn't have to wait long for that next automotive lighting solution.

The 19th century began the modern era of electricity. From Volta and his first battery, through Davy with the first viable electric lamp, Faraday and

his phenomenal insight into the relationship between electricity and magnetism, via many other contributors to the field, we come to Swan and Edison who are pivotal in the development and commercialisation of the electric incandescent lamp in the 1880s. Used primarily in civil infrastructure, industrial applications and affluent homes, these initial incandescent bulbs were short lived fragile devices even in the fairly benign environment of a static building. The shock, vibration and exposure to weather that a bulb needed to cope with in a motor vehicle soon highlighted that these bulbs were just not ready for mobile application. Some manufacturers tried, but the car batteries used to power the lights worked at 8-12 volt, far removed from the hundreds of volts used in buildings, so light intensity was low and the batteries themselves were bulky, heavy and needed to be replaced often.

What was needed were durable incandescent bulbs and a way of powering them that was small, light and reasonably efficient that could be designed into cars. Michael Faraday had been generating electricity back in the 1830's but it wasn't until the early 1900's, with the development of smaller, lighter more powerful dynamos and the introduction of robust tungsten filament incandescent lamps, that the technologies came together to allow for widespread use of electric lamps in car lights. An incandescent bulb produces light by using electricity to heat up the filament. The hotter the filament gets the brighter and whiter the light given off. Tungsten was used for the filament in bulbs because tungsten has a melting point of around 3,400ºC which allowed the bulb to operate in the vicinity of 2,500ºC. These high temperature bulbs produced a strong white light.

As tough as tungsten is, it is not indestructible and eventually the filament would deform and sag. The filament would evaporate, depositing a thin layer of tungsten (black smudge) on the inside of the glass envelope. The bulb would either fail from a fractured filament or, if it was a good one, the light got gradually dimmer from the deposition. However, electric headlights were streets ahead of acetylene lamps and proved to be the route forward.

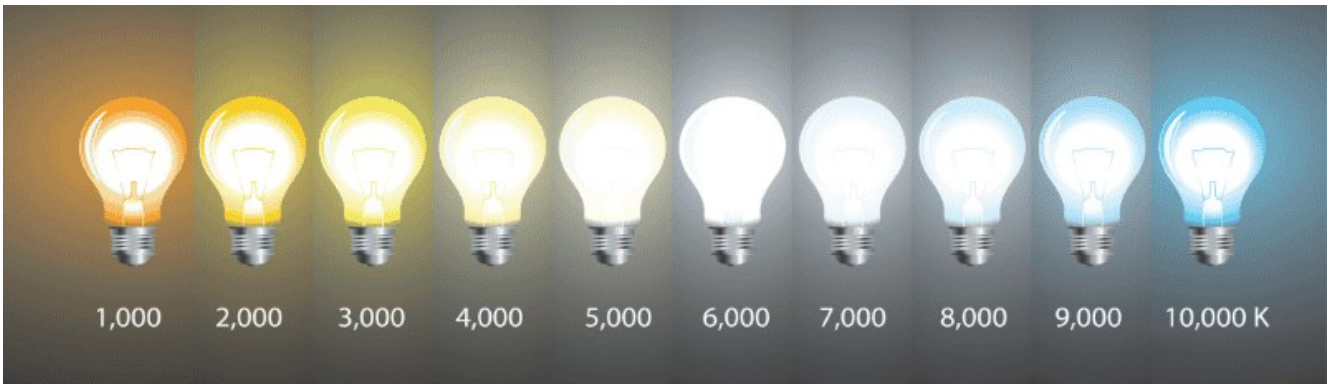
Electric incandescent lamps saw incremental development and improvements over the next few decades. In the 1940's the US mandated that all cars sold there were to use 7-inch round sealed beam headlights. Check any original US car from that era and they should all have very similar round headlights. These sealed beam units contained a tungsten dual-filament bulb (for low & high beam), the reflector and of course the lens, the idea being they would offer durability, replaceability along with consistent light output and distribution. However, when the bulb blew you had to replace the whole unit.

Meanwhile the UK and Europe went down a more flexible approach using composite headlights that allowed the bulbs, reflector and lens to be separated (sealed units were still used by some manufacturers). In practice this seems like a small difference, however the European/UK approach allowed for greater innovation and in the 1960's one of these innovations, the halogen bulb, was born.

Halogen bulbs produce light by heating a filament, so are still classed as an incandescent bulb. However by some voodoo magic chemistry, placing the tungsten filament in a glass envelope filled with an inert gas (typically argon) and a small amount of a halogen gas (typically bromine) any tungsten that evaporates, and then is deposited on the inside of the glass envelope, reacts with the bromine and is deposited back onto the tungsten filament, extending its lifespan by a useful two to four-fold over conventional incandescent bulbs and also preventing the bulb from dimming with age. They can also be run a little hotter than earlier bulbs so the light output is higher and whiter.

Halogen lamps saw us through to the 1990's and are still used in new cars today. But nothing stops the drive of progress and by the 2000's we saw increasing use of High Intensity Discharge (HID) lighting, sometimes referred to as Xenon headlights. HIDs were noticeably brighter than their halogen equivalent. While an oncoming car with halogen headlights on full beam was enough to make you curse and gesticulate in a thoroughly unadvanced manner, the next car with undipped HID lights was blindingly painful.

Typical headlight colour according to technology used.



High Intensity Discharge lighting works in a fundamentally different way. Where incandescent bulbs (including halogen ones) use a filament, HID does not. High voltage electricity, in the order of tens of thousands of volts, creates a spark in the bulb that excites the gas (typically xenon) and causes it to emit light. The light produced is much brighter than halogen bulbs provide and has a blueish tinge. They were good but they were complex and expensive to make.

To bring us right up to date, the latest vehicle lighting uses some form of light emitting diode (LED) to make light, or less commonly, a blue laser LED that shines on a phosphorus material which then emits a bright white/blue light. These are far simpler than HID, give greater light output and allow the implementation of the wizardry known as matrix lighting. When you are the driver using the LED headlights they are fantastic. When you are on the receiving end of LED headlights they can be blinding.

Not only did each of these lighting innovations bring a higher level of lighting to vehicles but they also brought about a significant increase in energy efficiency. Early incandescent bulbs were in the order of 5% efficient, so a 55 watt headlight bulb would only produce about 2-3 watts of light, the remaining 50 watts being wasted as heat. Halogen raised efficiency to around 10-20% and HID improved it again to 70% or so. LED headlights are now quoted to have efficiencies close to 90%.

It's fair to say that modern lighting on cars has contributed to a huge improvement in road safety. However, there are downsides to the increasingly powerful lighting. Being dazzled by oncoming traffic is becoming more frequent and more severe. The cause and possible solutions will be explored in another article in the near future.

What the Fuel Gauge doesn’t tell you—Peter Huntington

Why a gauge that hasn't changed in over a century is quietly hiding one of the biggest lessons in advanced driving.

Back in the early 1980s I spent two years driving a minicab around London. We were paid by the mile, not by the hour, and that simple fact shaped how everyone in that job drove. Harsh acceleration away from every light, heavy braking into every junction and out-manoeuvring the car alongside you to get pole position at the next set of lights – that was simply the norm. Looking back, it was about as far from advanced driving as it is possible to get, and it is probably no coincidence that I have spent a good part of the years since joining the IAM and becoming an advanced driver trying to put that right.

What I want to talk about is the fuel gauge, which has been around for over a hundred years and which I think has been hiding something in plain sight for all that time.

For the past year and a half I have been driving my wife's electric car and, if I'm honest, I now prefer it to any ICE (internal Combustion Engine) car I have ever driven or owned. The acceleration is tremendous and instant when you want it, but it is the deceleration that has really changed the way I drive: the regenerative braking is strong enough that I hardly ever touch the brake pedal above about 10mph. More interestingly, the estimated range on the dashboard shifts visibly according to how I drive. Accelerate hard or brake late and hard and you watch the predicted mileage drop in front of your eyes. Drive smoothly and it climbs back up. It turns the whole business of range into something you can see and feel in real time.

My other car is a Chrysler Grand Voyager, a turbo-diesel which I have now had for about twelve years. When I first bought it, I was getting around 400 miles to a tank of fuel, driving it like I drove that minicab – plenty of heavy acceleration and plenty of heavy braking. These days, using exactly the same car on exactly the same roads, I regularly get over 600 miles to a tank. The difference is not the car. It's my driving style.

What set me thinking was this: the same laws of physics apply to both electric and ICE cars, yet the fuel gauge in the Voyager has never once given me a clue about any of this. Fill an ICE car up and the needle barely moves off ‘full’ for what feels like the first quarter of the tank; then, once you drop below a quarter, it seems to fall away much faster. All it really tells you is when to stop for fuel. It says nothing whatsoever about how speed and/or how your driving tech-

nique affects the fuel economy – which is exactly what the electric car's range readout does, in a timely manner, every time you accelerate or brake.

The extra 200 miles I now get from the Voyager comes almost entirely from using the brakes far less and relying instead on anticipation to let the car decelerate in good time before a hazard – what we call 'accelerator sense' in advanced driving speak. Reading the road well ahead, easing off in good time and letting the car's own momentum do the work rather than accelerating hard and then braking hard to cancel it out again.

Speed matters too, and not in a small way. Back during the fuel crisis of the 1970s, drivers were advised to drive at 55mph to save fuel, and the principle hasn't gone away. It might feel unnatural to cruise at 60mph on an empty motorway rather than doing 70mph, but the fuel saving is substantial for remarkably little difference in your arrival time.

Driving the electric car has turned all this into something closer to a game, particularly because often the range on a full charge is not huge to begin with. I've learned that careful, smooth driving at a modest speed can beat the car's own prediction of what I'll get from a charge. It is an oddly satisfying kind of driving, and it's taught me more about the real cost of harsh acceleration and late braking than any amount of theory ever did.

Which brings me to my real point. With fuel prices what they are, it would be enormously useful if ICE cars had a gauge or instrument to give drivers the same kind of real-time feedback that electric cars already do – an accurate, live MPG readout on the dashboard, in addition to a fuel gauge that only tells you when the tank is running low. Anyone doing 90mph up the motorway would see, in real time, just how much fuel they were pouring away. I suspect quite a few driving habits would change rather quickly if that number were sitting there on the dash for everyone to see.

PLEASE NOTE

The views expressed in this Newsletter are those of the authors and are not necessarily shared by the Committee of Somerset & Wiltshire Advanced Motorists, nor by IAM RoadSmart.

Due acknowledgement is made whenever material is taken from other sources.

SWAM keeps names and addresses of members on computer to assist in group administration. This information will not be passed outside IAM RoadSmart.

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