



# Gordon View

Gordon Advanced Motorists Bulletin Issue 110 Jul 17

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Fit like folks?

## Group Syllabus Meetings

- July 25<sup>th</sup>.** A visit to A. R. Connon's garage Commercial Road Oldmeldrum. He has a small collection of cars that he has restored. I believe that there is limited parking, but there are carparks close-by. Numbers would be tight so it would be best if you can let me know if you'd like to pop along. **Starts at 7.pm**
- Aug 29<sup>th</sup>.** A talk from the North Safety Camera Unit.
- Sept 26<sup>th</sup>.** AGM
- Oct 31<sup>st</sup>.** TBA
- Nov 28<sup>th</sup>.** Quiz
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## Next Committee meeting 15<sup>th</sup> August

If you have anything you would wish the committee to discuss regarding Group business or anything you wish the committee to bring to IAMRS attention, then please get in touch with me.

John [secretarygordonam@btinternet.com](mailto:secretarygordonam@btinternet.com)

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## Training

Our Trainee Observers are still beavering away with their training to become IMI / IAM Qualified.

## Observers – YOUR GROUP NEEDS YOU!

We really do need **more** Observers for car and for bike. Please consider joining our band of beavers.

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If I may remind some of the members who joined us for last year's course that your 1st year's **IAM** membership will have expired, unless you have renewed it. As our course is in Spring each year this would also apply to members who joined us in recent years. You will have received a reminder from IAMRS. I would wish to remind you that full membership of Gordon Advanced Motorists is conditional on being a full member of IAM RoadSmart.

It is your membership that helps us to run the course each year. We thank you and hope that you will continue to support us.

That's a' the grovelling I'll dae the noo.

*John*

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## Recent Passes.

We're just starting to get the Associates about test ready. I'll let you know in due course.



Thanks to Pete Waite for these photos of the Slo-Mo part of the recent Better Driving / Better Riding course.

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It seems that I may have not let you know who is doing what on the committee.

- Peter Kellas is still the Chairman overseeing the group in general. Peter also is Car Observer Coordinator.  
[chairmangordonam@btinternet.com](mailto:chairmangordonam@btinternet.com)
- David McGuckien is in the post of Treasurer ensuring that we continue to have enough pennies in the kitty.  
[treasurergordon.am@btinternet.com](mailto:treasurergordon.am@btinternet.com)
- John Buchan (me). I am still Secretary and also look after the Membership and Newsletter.  
[secretarygordonam@btinternet.com](mailto:secretarygordonam@btinternet.com)
- Derek Duguid is continuing to look after our Associates as Associate Coordinator.  
[gordonam.info@btinternet.com](mailto:gordonam.info@btinternet.com)
- Martin Shakespeare has stepped in as Motor Cycle Observer Coordinator.  
[motorcyclecoord@btinternet.com](mailto:motorcyclecoord@btinternet.com)
- David Kavanagh is our Minutes Secretary and will also be looking after getting our new website up and running.  
[minutesgordonam@btinternet.com](mailto:minutesgordonam@btinternet.com)

The positions still needing to be filled are that of Syllabus Coordinator, Newsletter Editor, If you could help out the Group by offering to help in any capacity please just let me know.

## Chairman's Chat.

July 2017

As well as arranging monthly meetings and Advanced Driver/Rider Courses, members of your Committee attend various meetings throughout the year.

In this Chairman's Chat, I thought I would give you some information about these meetings.

First, a little bit of history. In 1969, the six Groups in Scotland, namely:- Glasgow & West of Scotland, South East Scotland, Kingdom of Fife, Dundee, Aberdeen and Moray set up the Scottish Groups Association (SGA) which met twice a year in Perth. In those days, a new Group had to have a minimum of 40 IAM Full Members, and if it could not satisfy that criterion, it became a sub-group of an existing group until such time as it had the requisite number of IAM Full Members. Currently there are 20 Groups in Scotland.

Originally, the country was split into 8 Regions, each of which had a Regional Organiser (RO). The ROs were all volunteers.

Scotland was defined as Region 6 by IAM and this included Northern Ireland, so in the late 1990s the SGA was renamed to the Scottish and Northern Ireland Groups Association (SNIGA), and continued to meet twice a year, one meeting sponsored by IAM at which someone from IAM Head Office would be present, and another sponsored by SNIGA. Latterly these meetings took place at Tulliallan Police College.

At some point in the early 2000s?, it was decided to hold Forums to which smaller numbers of Groups were invited. For example, in Scotland we have the Northern Forum comprising Aberdeen, Banff & Buchan, Gordon, Inverness, Moray and Ross & Cromarty. In the south of Scotland there were two other Forums, South-East and South-West, although I think that both of these have since been disbanded. Each of these Forums was held three or four times a year and in 2009 it was felt that these should supersede the SNIGA meetings, and as a result, the SNIGA was wound up.

Round about the same time there was a reorganisation of Regions resulting in 5 replacing the previous 8. Each of the new Regions, of which Scotland was one had a Regional Operations Manager (ROM), dealing with administrative aspects, and a Regional Quality Manager (RQM), dealing with testing and assessment aspects. Both the ROMs and RQMs were employees of IAM.

After the rebranding of IAM to IAM RoadSmart (IAMRS) in 2016, there was a further reorganisation of the country into 8 Areas, each of which has an Area Service Delivery Manager (ASDM) who is responsible not only for administration, but also for testing and assessment.

Scotland now comprises 2 Areas :

- Area 7 which covers the whole of Scotland north and east of a line stretching from Loch Moidart on the West coast through Stirling and south to Teesside on the northeast coast of England, following Post Code boundaries. The ASDM is Mick Kinghorn.
- Area 8 covering the remainder of Scotland to the west of the above line, extending into the north of England and including Northern Ireland. The ASDM is Scott Tulip.

Keeping up so far?

Returning then to the original subject, members of your Committee represent the Group at the following meetings:

- Northern Forum which now meets twice a year in Elgin and includes representatives from Aberdeen, Banff & Buchan, Gordon, Inverness, Moray and Ross & Cromarty Groups.
- Spring and Autumn Forums, organised by IAMRS, in central Scotland eg Stirling, to which representatives of all Groups in Scotland are invited. Similar Forums take place in the other Areas of the country.
- National Conference in October, organised by IAMRS, in Birmingham. This takes place over two days, one day for cars and the next day for motorcycles. This Conference is open to all Groups in the country, comprising some 200.

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There will be no National Conference this year, as it has been designated the Year of the Observer and the budget will be spent in supporting Observers all over the country, including a car event at Silverstone Circuit on 5 August and a bike one at the National Exhibition Centre (NEC) on 25 November. Is this the thin end of the wedge for National Conferences?

Towards the end of September, we hold our AGM at which we will be looking for new Committee Members, particularly a Syllabus Coordinator to organise content for Group Meetings, and a Newsletter Editor to handle the Gordon View Bulletin, so if there is anyone out there who might like to take on either of these jobs or just be on the Committee for that matter, please have a talk to John. Please bear in mind that you will not be left on your own, as there will be plenty help on Committee.

Finally, can I remind you that this is your Group, so if you have any suggestions for talks, visits or anything that we can do to make the Group better, please get in touch with John, or any Committee Member.

Enjoy the rest of the Summer.

Peter D Kellas Chairman

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## A PHYSICIST WRITES

Oct 2016

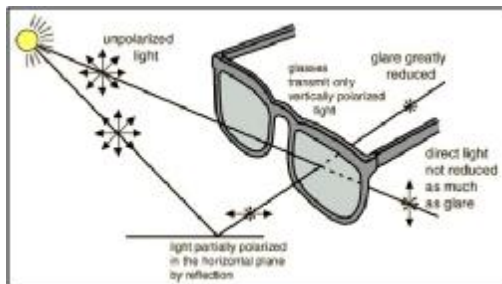
*The author of this, Peter Soul, writes a column for Thames Valley Group of Advance Motorists. He kindly sends columns to IAMRS groups who wish to read and perhaps include the in their local newsletters. I have been getting these for a while now and I find them interesting and informative. This is one such item from last year. My thanks to Peter for allowing us to use them.*

John

How often does it happen that you're driving along a local road and you see a familiar face on the pavement looking in your direction, so you give its owner a wave or perhaps a toot on the horn – but you get no equivalent response? Conversely, how many times have you been walking along when you saw the lift of a hand from a driver, but you had no idea who it was (unless maybe you recognized the car)?

The explanation for this poor visual communication is, of course, that whereas you can see out perfectly clearly from the driving-seat, it's much harder for people to see in, because the light reflected off the windscreen from sky and surroundings is usually much brighter than the light being reflected off you.

A pedestrian might identify you more easily if he or she was wearing Polaroid sunglasses. These use the fact that light reflected off a flat, more or less horizontal surface tends to be horizontally polarized (meaning that the 'light waves' are vibrating from side to side instead of in all directions), as shown in the diagram. So the reflected light will be partially blocked by the lenses, which only allow vertically polarized light through them.



On second thoughts, though, you would probably have difficulty identifying the pedestrian, behind the sunglasses! But the reverse problem of seeing the driver through the windscreen leads on to something potentially serious that happened to me a couple of days ago: I arrived near home on our local bus (not for the first time or even the hundredth), alighted from it and, as usual, strolled along to its rear end intending to wait for it to move off, before thinking about checking for traffic in both directions and crossing the road.

During the short stroll I saw someone I knew, a locksmith called John, get into his van in front of his house a few yards along the road. He then reversed out so as to face me, and straightened up to wait behind the bus, but still some way away from it. As the bus departed I expected John to move off after it, past me, but he didn't. Instead, I saw the lift of

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his hand. I returned the wave, assumed that he was kindly letting me cross the road, and started to walk.

Before I was halfway across (luckily), there was the blare of a horn right beside me. It was from another van travelling in the opposite direction, which had been concealed from me by the bus. When I did get safely across, John drew level with me, wound down his window and explained that he had actually been pointing at the approaching van, trying to draw my attention to it. As best as I could, I said thank you very much, and don't worry about what nearly occurred.

Later I started to count the different lessons that might usefully be learnt from this narrow escape. I could think of half a dozen at least...

- > Pedestrians first: you may know the rules for crossing the road – but never forget how easy it is to be distracted from them, for example when a driver is – or seems to be – waving you across. It's your responsibility to check for other traffic!

(Remember too that the direction-indicators on the front of some cars can be hard to see, not only after dark against the glare of the headlights but also in daylight because of being positioned close to daytime-running lights. And vehicle-owners: are you aware of how visible your indicators are, or aren't, against the other lights?)

- Drivers next: for the same reason of possibly distracting pedestrians, take great care in gesturing to them (or flashing other drivers, for that matter) to say that they may cross in front of you. Be as sure as you can that there are no other hazards, especially approaching traffic, that they might overlook.
- Certainly do not try to give any other sort of message with gestures – remember that your hands, like the rest of you, are likely to be hard to see behind your windscreen, as I explained at the start.

(I am not at all attempting here to transfer the blame for my near-miss to John, but I might not have started crossing the road with such confidence if he had kept his hands on the wheel...)

- Better, really, never to signal that you are giving way – either with your hands or with your lights. Instead, just let the pedestrian or other road-user calmly work out what your intention is from the speed (if any) and position of your vehicle, giving them time also to take full account of any other traffic.
- When you're on the move and passing stationary vehicles of any sort (and on whichever side of you), be ready for some idiot to step out from behind one!
- Watch for opportunities to prevent a possible accident or incident by obstructing it. For example, if John had been thinking at a really high level he could have stopped me stepping off the kerb by simply rolling his van slowly towards the bus. More generally, I'm reminded of times when I have obstructed a driver who clearly had the intention of overtaking me dangerously on a roundabout (on the outside or even the inside), by straddling the lanes while going round it.

Similarly, if I'm starting along a length of road that has been 'narrowed' on the right-hand side (by parked cars, for instance), and in the distance an oncoming vehicle is about to move out and then present me with a tight squeeze as it passes, I see nothing wrong with moving out a bit myself first – deliberately and clearly giving the other driver no room to pass at all.

I think that's enough lecturing for one column! Anyway, I'm glad to have been extracting lessons from a near-accident, instead of from an actual one...

Peter Soul

*These columns are of course personal opinion and don't represent the views of either the Thames Valley Group or the IAM. I am happy for them to be reprinted in other newsletters and elsewhere, over my name and under the heading A Physicist Writes..., together with a mention of the Thames Valley Group and the original date of the column (so as to explain any reference to past events).*



These are a few slides from our past courses on the subject of observation and observation links.

If you were approaching or saw these scenarios what would you be thinking?

What can you see, what can't you see and what might you reasonably expect to happen or come across?

Remember the basic principles

Concentration, Observation, Anticipation and Planning

Answers next page.

Pinched off the interweb.





Based on the previous view, the property was visible, but the 30mph sign was obscured by trees. If you see habitation you can reasonably expect to see a speed limit of some description.



From a distance you could see the chevrons indicating a deviation in the road. What becomes more apparent is the severity and complexity of the hazard. Mud on road, track to the left. The more black and white the greater the danger.



In the previous photo there was a reflection of the headlights in the far right lower window.

This should have warned you of an approaching vehicle. The road is wet and there are indications that vehicles habitually cross the centre line by the fact that the centre line is worn and also the nearside double yellow is wearing as well.



The multiple long shadows didn't tie up with the fact there was only one tree. Always be on the look out for bairns dashing out from behind parked vehicles.

(These kids are probably grandparents by now)



This chap left the sink behind



Any earth moving/construction traffic might indicate roadworks. Especially if the road is nice and new as it is in the photo.


We are in the midst of huge construction projects so please take extra care. Mud, spilt diesel, speeding trucks on narrow roads seem to be a way of life at the moment.


This Gordon View Bulletin is sent by email to all members for whom we have email addresses. The remaining members will receive a hard copy in the post. I do hope that you will continue to enjoy getting news from us. If you have any opinions, comments or issues you'd like to share in the 'View' then please contact us.

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John P Buchan

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