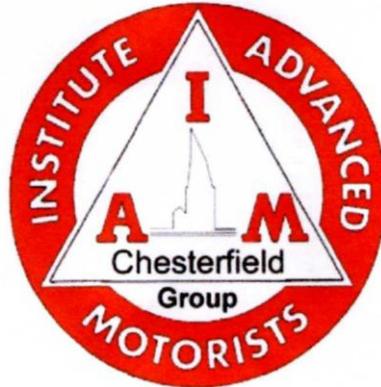


DECEMBER 2010



CHALLENGE



CHESTERFIELD ADVANCED MOTORISTS

NEWSLETTER

IMPROVING THE STANDARD OF DRIVING AND ROAD SAFETY



lam.chesterfield@gmail.com



lam chesterfield

REGISTERED CHARITY NUMBER 1017471: GROUP CONTACT BOB STONE 01246 568894

Associate Members; **PLEASE** attend the forthcoming Sunday or Saturday guidance sessions which are held at the **SAINSBURYS CAR PARK** at 9.30 or 10.30am as per the list below. If this causes any difficulty, please contact **Ray Parker** on **01246 206959** so that other arrangements can be made. New joiners are welcome to come along at anytime during the morning for a free assessment drive, or you can phone Ray to arrange a drive at any suitable time.

It is a fundamental part of your on-going training that you attend at least one, if not both of the guidance sessions each month. So please try to attend.

DECEMBER	
SUNDAY 5th	Guidance 9.30am to 12.00 noon Sainsbury's Car Park
SATURDAY 11th	No guidance Christmas Break
THURSDAY 16th	Social see back page
TUESDAY 21st	Committee Meeting 7.30pm Chesterfield Library
JANUARY	
SUNDAY 2nd	Guidance 9.30am to 12.00 noon Sainsbury's Car Park
SATURDAY 8th	NO GUIDANCE CHRISTMAS BREAK
THURSDAY 20th	AGM
TUESDAY 25th	Committee Meeting 7.30pm Chesterfield Library

CONGRATULATIONS ON PASSING THEIR TEST

Laura Wootton ... Observer Alan Morgan

WELCOME TO OUR NEW ASSOCIATES

RICHARD STEVENSON ... OBSERVER ALAN MORGAN

GOFREY JONES ... OBSERVER SELWYN GOUGH

**THE GROUP WOULD LIKE TO WISH ALL MEMBERS AND ASSOCIATES
A MERRY CHRISTMAS AND A SAFE AND HAPPY NEW YEAR**

**WE WOULD LIKE TO THANK THE MANAGEMENT OF SAINSBURY'S SUPERMARKET FOR
ALLOWING US TO USE THEIR CAR PARK FOR OUR GUIDANCE SESSIONS**

PRESIDENT	MIKE DICKERSON	01246 292144
CHAIRMAN	REG HOLMES	01246 862027
VICE CHAIRMAN	BILL HARRINGTON	01246 412696
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DATA PROTECTION ACT.

Details which members have supplied to the group are held on a database for the groups own use. If you object to your details being held in this way, please inform the secretary in writing.

The contents of this Newsletter are purely the views of the contributors and do not necessarily constitute the views of the Editor, the Institute, or the Chesterfield Group of Advanced Motorists.

COMMITTEE MEMBERS

**VAL NEWBOULD: JOHN NORTH:
CARL JONES: ROGER BATES: ANNE FOSTER**

CHRISTMAS FESTIVITIES 2010

TUESDAY 7TH DECEMBER 7pm for 7-30pm

**CHRISTMAS MEAL
CARNARVON COUNTRY PUB AND KITCHEN
FRACKLEY RD., TEVERSAL NG17 3JA**

Calling all those who have paid their deposits
Make sure the date is in your diary.

Sue and Jan will be collecting the balance of £10 per head prior to the evening.

Let's make it a great start to Christmas.

IT'S CHRISTMAS!! OUR FINAL SOCIAL EVENING OF 2010

THURSDAY DECEMBER 16TH 7-30pm to 9-30pm

AT THE CLUB CHESTERFIELD

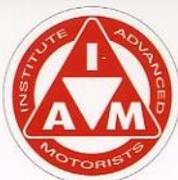
Our very own guest celebrity is Mr Selwyn Gough.

Buffet

A quiz with a difference

Raffle

Let's get into the Christmas spirit so come along and join the fun !



SURETY

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(local rate charges apply)

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Reply to "Thoughts of Chairman Reg" October 2010 Issue

The single most important measure to improve road safety, without doubt, is active policing. For example, on busy thoroughfares like Chesterfield Road there should be random police motorbike patrols.

Twice within a fortnight I have seen a woman on Chesterfield road, with 2 children strapped in the back, driving with one hand and talking on a mobile held in her right hand. I do not think any amount of TV or press advertising will persuade drivers like her to stop. They do it because they know that they can get away with it. Hence, the necessity of a big clout.

20 mph on residential roads, graduated driving licences etc are a sop and a flop. Paper credentials and road signs are insufficient. Many people who have passed their driving tests soon stop giving signals and leave the driver behind them to work out their intentions. People who flout motoring laws are a breed apart and active deterrence is the only way to contain them.

By all means introduce the other measures mentioned by Reg. But it must be backed up by harsh punishment as human lives are affected. There must be no compromise.

Diip Guha

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Reply to the Cruise Control article October 2010 issue (page 14)

I have taken the opportunity to study your comments on the use of cruise control on motor vehicles. I was shocked, disappointed that you believed ALL manufacturers would allow the cruise control to be a risk on icy / damp surfaces without including a safe guard into their systems. MAY be your comment should have stated that SOME vehicles CARS, LORRIES and COACHES are designer and indeed programmed for the cruise control to be supported by the TRACTION CONTROL system on the vehicles, This system might Deal with the said problem when the drive load (traction resistance ratio weight to road) is left light of effort. I have used Cruise control for many years on open stretches of road (motorways, bypass trunk roads, long stretches of "A" roads etc. I have cornered safely as I am a Police trained advanced driver and like yourself SHOULD know how to control a vehicle around corners. YES you know if a brake activation is required ample time prior to the corner. SO! if you would be able to drive around the corner using your own judgement with right foot actuating the throttle pedal. If you felt need to activate braking (loss of speed) then the traction control WOULD DE-activate automatically without need of a second action of manual DE-activation of the cruise system. I understand your training officer encourages visits to Police skid sessions and I believe his high knowledge of advanced driving and advice on ALL vehicles on the British Roads should be of use to your conversation with him. printing comments in public assessable media is of course always difficult to state that a particular vehicle (NOT ALL) may react in the same format.

I wish you well in your IAM Local group ventures and enjoy your studies of how the cruise systems vary from manufacturer to other manufacturer. Peter Rodger might have his own views on the topic.

Take care Valerie and keep safe in your plight to make our roads safer. Your crusade is greatly wanted on the ever busy crazy situations (A FEW Drivers demonstrate on our roads)

Claire Atkinson.

Approved 999 Response Driver,

A few thoughts down memory lane Mike Dickerson Group President

Some of our members, let us say, of more mature years, will remember an age of motoring when life was much simpler. Let me elaborate..... Many roads were “derestricted” but few of us had the speedy cars to take advantage of this. When the M1 was first opened, many car manufactures used it as a test track to determine their car’s true top speed. Of course there were far fewer cars and lorries on the roads then....so no need to worry about breaking the speed limit, and definitely NO speed cameras!!

Back then, in car entertainment was nodding your head in beat with the wipers or if you were lucky enough to own a portable transistor radio, you could sometimes find a signal when parked up, as you had to rotate the radio, point and hope! Next time you go to a vintage car show, see how many family cars of the 50’s or even 60’s were lacking in the ICE department. We have come a long way since then with all the different functions of the radio/tape/CD units, but I would like to bet that most motorists find a radio station and then stick to it!!

Voice activated control used to be your back seat passenger politely directing your driving, and sat nav was an out of date AA road atlas, backed up with a friendly local, when lost!

Very few cars had automatic gearboxes and double de-clutching when changing down was the norm for a speedy change. ABS was still a long way off, as was traction control, so being able to control the back end was a subtle skill that few mastered. It seems almost unbelievable that no cars had seat belts and many had bench seats covered in slippery leatherette! Imagine high speed cornering. There were of course no mobile phones, so no excuse for less than 100% concentration on the road ahead. Windows (glass not IT) were operated by a cunning device called a window winder or handle, or in the case of the Mini, half the glass slid backwards along a track, the A 35 had a glass block glued to the top of the window which you used to pull down, that was if it had not already fallen off! Both doors were very often hinged on the B post, aptly named “suicide doors” as they did have a tendency to fly open if the (separate) body flexed too much, usually when cornering over-enthusiastically. No MOT needed in the early 60’s but then later on, only for cars over 10 years old.

The lack of servo assisted brakes and no power steering developed both leg and arm muscles better than any modern gym workout! As for automatic chokes..... Servicing once a year? Err, no, nipples had to be greased every 1000 miles and oil and water not just checked, but topped up on a regular basis as most cars “used” both. I thought I started this piece by remembering a simpler way of motoring life, I may be changing my mind.

It is good to rummage through the archives of memorabilia as we usually forget the breakdowns and inconveniences suffered and remember only the more open roads and wind in the hair (most cars were draughty) and definitely NO HEATERS.

If all this rambling has evoked a few memories of your own, why not send us the stories of your own early days, perhaps it could be a regular feature?

Hope it is not too early to remind you that our annual auction will take place at the February Social Night. The success of the evening depends on your generosity, all I do is sell! All new, or nearly new, in good working order items will be gratefully received. More later.

Last month’s puzzle re the least number of cars in convoy.....THREE.

This month.....In 5 years time I will be three times as old as I was 3 years ago. How old am I?

Driving in Calcutta with Anwar – by Diip Guha

In my previous article I talked about Benz – the extraordinary Zulu Zen Master of off- road driving. Benz is gifted with eyesight of a leopard and the built-in satellite navigation system of an albatross. In the trackless and dangerous forests of Mala Mala these qualities are essential for a game ranger to survive.

In Calcutta the driving conditions are totally different. With 16 million people and as many animals, Calcutta is the most congested city in the world. It is a rabbit warren of leaning shacks, shantytowns, alleys, dead ends, streets, boulevards and wide roads. Everywhere there is decrepitude as the Communist Govt. has neglected to maintain and improve the basic infrastructure like roads, water, gas and electricity.

Power cuts are common and most families keep a generator for emergencies. Most of the funding from the central Govt. has been squandered on maintaining the opulent lifestyle of the ministers. The chief minister's house is a palatial fortress with razor wire fencing and a squad of Gurkhas patrolling with - sub machine guns.

I was born in Calcutta and have nostalgic memories of the once great city. During my time it kept a semblance of its glorious past when it was the capital of India during the British Raj. British Leyland buses, trams and rickshaws provided the basic transport. The streets were not crowded and my father's Wilys jeep (a war veteran with bullet holes in the under carriage) was the family transport.

The one thing that hasn't changed during the last fifty years is the friendliness of the native Bengali inhabitants. We are a talkative race and strike up conversations with strangers at the slightest opportunity. Because of my clothes I was marked out as a non-resident Indian and, when walking about, I was stopped frequently for a chat about London and England. Most of the people are poor but they smiled and gave me a warm welcome. There was no resentment about my lifestyle.

Anwar is a native of Calcutta and was my personal taxi driver during my 2 weeks' stay. He is a Zen master of city driving. Driving in Calcutta's lawless streets is extremely hazardous. You have to cope with probably the densest traffic in the world, jaywalking public, human rickshaws, herds of goats and cattle, camels, dogs and rats as large as cats. Everyone has the right of way.

To drive successfully in Calcutta you need special qualities. The most important is a reaction time of nano seconds and a deep understanding of animal psychology. Anwar has both in abundance. In the western world Formula 1 drivers are considered the best in the world. They drive well and fast, with split second manoeuvres, on specially prepared tracks with no public traffic, but none of them could cope with driving even 100 yards in Calcutta, avoiding the swinging head of a 2-ton buffalo with enormous horns that could easily penetrate the windscreen and skewer the driver.

Anwar was 49 years old with a lean and leathery frame, lived in a 2-room shack and ate sparsely twice a day. He didn't need an A-Z as most of the city map was imprinted in his brain. He drove me in Calcutta's melee of cars, vans, Lorries, rickshaws and enough animals to stock a large zoo. There were large potholes – a foot wide and foot deep, sunken and collapsed sections of the roads and cracked and uneven asphalt. Nothing seemed to bother Anwar who drove with aplomb, panache and supreme skill.

Continued on page 4

Anwar's taxi was a 4 cylinder yellow Hindustan Ambassador of 1970 vintage with over 500,000 clock miles. The Ambassador is based on the design of the British Morris Oxford and built in India. The Indian model weighs nearly 2 tons and is specially built to cope with Indian roads. The chassis is strengthened with steel plates bolted underneath and the car has the suspension springs of a large van.

To Anwar his taxi was like a Lego model. He knew the functions and locations of every component of the car and could assemble it from scratch if he wanted to. Naturally he maintained it himself. There is no UK type MOT in India, but Anwar took care to keep it in top shape as he depended on the goodwill of his well-heeled clients. Normally Anwar wore Bata rubber sandals, but when driving he would take them off and drive with his bare feet. His sizes 9 feet were hard and calloused and, as he said, he could feel every vibration and resonance of his car by using his bare feet and forecast any tuning issues. His driving style would horrify Peter Rodger, chief examiner of IAM. At first I was apprehensive, but after 500 yards I realised that the IAM British driving code is unsuitable for lawless and overcrowded Indian roads. India is a left hand drive country, but Anwar, and other taxi drivers, would sometimes drive on the right hand side if the left hand lane was congested. Often at traffic lights he would charge up on the right hand side with blaring horns and at the top of the junction he would turn sharp left and jump the queue. Nobody objected, as there is NO road rage in India. At roundabouts, he would drive either clockwise or anti-clockwise depending on the shortest route. There is a huge give and take culture in India. Soon I felt totally safe in Anwar's hands and would even relax and nod off as he drove. Anwar bent the driving rules to drive safely and avoid accidents.

One of his favourite tactics was, when in a queue and hemmed in by large Lorries and buses, to select an opening just wide enough for the taxi to pass and then ask me to open the passenger window and bend the nearside mirror flat and he would do likewise with his driving mirror. Then he would barrel forward in the tiny gap with inches to spare with a huge truck on the left and a large bus on the right. Once he was through we would open out the mirrors again.

Driving with Anwar was an exhilarating experience. Every driver in India uses the horn as an active driving aid and Anwar used his like a horn player, with varying pitches and timbres to indicate his presence and warn others to give away.

Apart from driving he was also a self-taught financial adviser to other drivers. He read the financial pages and advised me when and where to get a favourable rate of exchange. He also bought my sim card. He was honest and trustworthy and twice drew Rs 50,000 from my sister's bank account for my use.

Anwar's wife lived with her relatives 50 miles away and he would visit her once a year. Nearly every visit was followed nine months later by a birth and celebration. When I was there he had 6 children. His long-term goal was to buy a small house and replace his ageing car with a newer model. My sister told me recently that Anwar has achieved his first goal and bought his house to accommodate his growing family.

Both Benz and Anwar are two ordinary people with extraordinary talents. Fortunately for me both are drivers and as an IAM member I was privileged to meet them and appreciate their unique skills.

Use Your Horn to Warn

When was the last time you sounded your horn?

Many drivers rarely sound their horn at all, because they feel that it can be interpreted as being aggressive. The danger of this is that if an emergency were to occur, they may have difficulty actually finding it. On the other hand, some drivers seldom go through the day without sounding theirs.

Typical reasons drivers have for sounding the horn include, reminding the driver in front that the traffic lights have now changed to green and they should get moving or to blast someone for pulling out in front of them. In other words, for correcting another driver's mistakes. In fact, the whole purpose of the horn is to warn other road users of your presence. They may not have noticed you or simply cannot see you.

Either way, this represents a risk. In the example above, where a driver pulls out in front of you, the horn should be sounded before the other driver pulls out (so that you can prevent it) rather than after they have pull out (as a rebuke).

Ideally you should consider sounding your horn on approach to any hazard. This does not mean of course that you actually have to use it each time, just consider it. Generally speaking, the best time to sound your horn is after you have already adjusted your position and speed for the hazard. At this point the horn serves as a warning instrument when you have already minimised the risk (you still have other options available to you if necessary). This is preferable to sounding your horn and hoping the other driver reacts correctly. If they don't, you may not have enough time or space to stop. Sometimes children, the elderly or those with a hearing disability may not hear you at all.

You should adjust the length of the horn note to suit the particular circumstances at the time. As a general rule, the closer you are to the hazard, the shorter the note to be used because you don't want to startle someone. On the other hand, if you are well back from the hazard or if there is less chance of the horn being heard because of background noise or at higher speeds, a longer note could be considered. In situations where you are not able to see other road users such on approach to blind bends or hump back bridges, a longer horn note may be appropriate. Either way, the overall principle is that the other road user should have time to hear the horn, recognise the risk and have time to react.

Use your horn as you would your own voice and you won't go too far wrong.

Institute of Advanced Motorists

Note from the Editor.

As this is the last Newsletter of 2010 I would like to thank all those who have supported the newsletter over the past year. There have been some well written and interesting articles submitted by you the members of the group.

Please keep sending your contributions, this is your newsletter so let's make it bigger and better in 2011

Have a Merry Christmas and a happy and safe New Year.

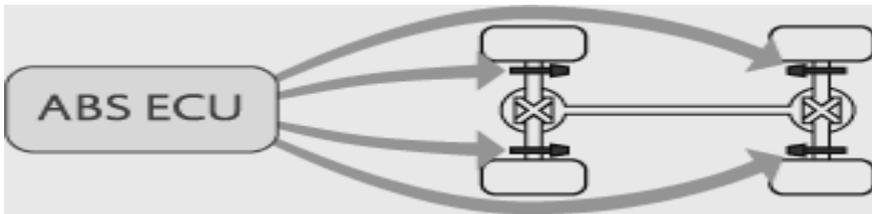
EBD – WHAT IS IT?

With a rather poor summer past and a worse winter forecast, and indeed starting early this year it is now the time to brush up on our winter and bad weather driving techniques, that is if we ever had any before, and for those of us who took the opportunity to go on a skid pan evening to put into practice the skills learnt.

I recently changed my car for a younger model and found it had an electronic brake distribution system, EBD, which was something very new to me so further investigation followed.

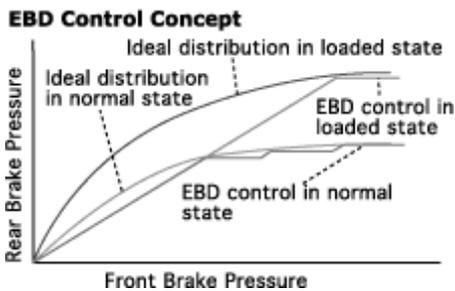


EBD is a braking system that adjusts to whatever situation you are in. Electronic Brake Distribution gives you greater control and improved stability, which are especially useful when cornering or in an emergency. Unlike most braking systems, which distribute brake force through mechanical control, EBD applies brake force precisely through electronic control. It recognises that driving conditions, braking situations, and vehicle weight distribution are unique and constantly changing. Working together with Anti – lock Braking Systems (ABS), EBD uses sensors to determine which wheels would provide maximum braking for the conditions – whether that is for the front or rear wheels, the left or the right. The final result is more precise and effective braking under all conditions.



So to summarise; EBD works **electronically** with ABS – it ensures effective braking between front and rear wheels – when cornering it also works **independently** on left and right wheels to **maintain stability** (in conjunction with the ABS ECU (electronic control unit) – all this is done by brake force application. So what effect does this have on bad weather driving? Firstly since it operates with the ABS system it prevents front wheels locking up whilst controlling the amount of brake force to each front wheel independently thus enabling maximum steering ability when braking.

Also prevents the rear wheels locking up, which they tend to do with straight ABS since **equal** forces are applied to all four wheels, but with EBD each wheel is independently monitored for brake force needed to maintain stability when braking. Additionally EBD monitors and adjusts for variable loads being carried, e.g. extra rear seats passengers or heavy loads in the boot area by adjusting required brake force needed for the load being carried, or even a shifting or uneven load, and any inherent instability thus caused due to variable weights over the rear wheels. if there is a variable amount of **traction** between N/s and O/S wheels it adjusts the amount of braking to those wheels accordingly and this is a useful feature when driving with N/s wheels in fresh snow (in the gutter) and O/S wheels on compacted snow or ice on the crown of the road and where uneven braking would induce skidding. The same effect is also apparent when cornering under normal driving conditions where variable amounts of brake force are needed to maintain stability should there be a need to brake.



This is a new concept to me and possibly to you., if so we can discuss it further since like ABS which is mandatory on all new vehicles, EBD is most likely to follow on all vehicles, although at present I have only come across it on 4 wheel drives.

Bill Harrington (Observer Training Officer)

The Test

RAY PARKER GROUP GUIDANCE OFFICER

We all look forward to this day don't we? Let me go through a few pointers with you.

Firstly is good preparation, your observer should by this time have given you as much information as possible on our system of car control etc. He should also have had a Senior Observer to have taken you on a mock test. When you turn up for test make sure you have a full tank of fuel, you don't want to run out halfway through the test. Make sure you have with you your driver's licence (both parts), insurance certificate and MOT if applicable. Have a good look at your vehicle and make sure it is clean and tidy i.e. Clean windows etc. check your tyre pressures, oil and water, which you should do weekly anyway. Following just this bit of advice sets you up for a good run.

Nerves, yes we all suffer from them but you have to control them and not allow them to control you. The examiner no matter who he is will try to put you at ease; after all they want to pass you. I have met a few examiners over time and I have not met a bad one yet so try to relax and enjoy the experience.

The examiner will give you instructions only on where to drive, he will not be as chatty as your observer. This you should have experienced with a mock test so you will be able to concentrate totally on your driving. He will at some point ask you for a short commentary or you may want to comment all the way round the test route, that is your choice. Remember a commentary is just you telling the examiner what you can see on the road ahead i.e. hazard and potential hazards. He wants to see you prioritise these hazards and he wants to see how far ahead you are looking. One thing on commentary to note is change of road surfaces, now you may think why is this so important. All I will say at this point is to talk to your observer about it but think about how much traction you are going to get on the road with each kind of surface.

On returning to the start point of your test comes the debrief. He will tell you straight away if you are a pass or fail, he will also go through everything he has written down and possibly give you some tips. And that's it you have passed, now you really feel good don't you, and it wasn't as bad as you thought it was going to be was it. Your next step is contact your observer and the guidance officer to let them know of your pass. If you don't we will never know because the examiner is under no obligation to tell groups how associates have done.

Other things to think about now are do you want to be an observer, if you do then talk to the guidance officer. If you stay a member of our group you get the benefit of having your driving checked on a yearly basis and keep you standards up.

Safe Driving

Ray

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Typing error, last month.....

My article, re the new 4 lane M1, should have read..." I was hoping that the big boys doing 56mph would be kept out of lanes 3 and 4, but no such luck". (my error from first draft to typed copy).

It is the time of year to wish everyone a very happy Christmas, and as last year, instead of sending individual cards, I have purchased a few items for the February auction to benefit the Hospice.

ALL THE BEST **MIKE**

World's most extreme speed camera

UK roads could soon be under the surveillance of the ultimate speed camera.

Known as ASSET (Advanced Safety and Driver Support for Essential Road Transport), the camera uses 3D technology to detect multiple driving offences at the same time.

As well as speeding, ASSET can determine if a driver is wearing a seatbelt, and measure the distance between his car and the car in front to see if he's tailgating.

It also reads number plates and tax discs to see if the driver has valid insurance and Vehicle Excise Duty.



Just like today's speed cameras, ASSET will generate instant multiple penalties for drivers - raising the possibility of an instant ban. It will be fitted to police patrol vehicles and the information will be fed back to a central police database.

ASSET, developed by the VVT Technical Research Centre in Finland, has been funded by £7.1 million of European Commission money. The project began in July 2008 and testing - currently taking place in Finland, France, Germany and Austria - will be completed by December 2011.

It's expected to go to market in 2013 and cost the Government £50,000 per camera.

AA President Edmund King believes that the camera will be welcome on UK roads, as long as it is not used as a "money-making machine". He said: "Tailgating is more dangerous in most cases than speeding, so I think most motorists would welcome it."

Mark Nichol

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Chesterfield Advanced Motorists Forums

Hi all, this is the link for our forums,

<http://chesterfieldiam.forumup.co.uk/index.php?mforum=chesterfieldiam> at the top of the page you will see Register, click on that and fill in just what is needed. You will get an e-mail confirming your registration and you need to follow what it says. As they are now you can read them without registering but you won't be able to take part. Once I see your names as registered I will activate your membership.

The idea is to have the forums for people to take part, ask questions and post information. If you find interesting articles you want on the forums send them to me and I will put them on. If the article is in word only then you can just copy and paste.

RAY

Spending cuts a false economy, says IAM report

The spectacular reductions in deaths on Britain's roads in recent years, and the cost-benefit of this reduction, is the centrepiece of the IAM's (Institute of Advanced Motorists) report Deaths and Injuries on Britain's roads, published today.

Success driving down casualties has moved the UK to number one in the world road-safety league table of safest roads in 2009, from 6th in 2007 and 4th in 2008. Within the European Union, the UK has half the road death rates of Austria, Belgium, Portugal and Luxembourg.

With each fatal accident on our roads costing the UK economy £1.79 million in lost output, health care, pain and suffering, every life saved is a direct benefit to society and reduces the number of families who will suffer personal grief from the loss of a loved one for years after the event.

“Meeting our casualty reduction targets has meant that deaths on Britain's roads have halved over the past 20 years with 31,000 deaths avoided and savings to the economy of around £50 billion,” said Neil Greig, IAM Director of Policy and Research. “The IAM calculates that achieving similar targets for road deaths by 2020 would save society 2,500 lives and the economy over £4 billion.”

“These staggering figures prove conclusively that investing in saving lives on the roads saves the country money, so funding being taken away from this area is a false economy. The important task now is to compensate for these cuts. Public bodies have more freedom than ever on where to spend their resources and we urge them to focus on the benefits to all road users and to the economy of investing in road safety education and awareness, training for younger drivers and riders, and targeted safety improvements to roads.”

In 2008 and 2009, deaths fell by 724, down to 2,222, and Britain's roads have never been safer, particularly compared with the bad years in the '60s and '70s when the death toll was between 6,000 and 8,000 annually. Since 1970, road traffic has increased by a factor of two and a half, but road deaths have fallen by more than two-thirds.

Car occupant and motorcyclist deaths each fell by 16 per cent in 2009, 13 per cent fewer pedestrians of all ages were killed, and best of all there was a massive one-third reduction in deaths of children and young people under 16.

Rural roads are still the most dangerous, accounting for two-thirds of fatal and serious casualties. Despite this, they have also shown the biggest decrease in deaths over the last ten years, with a 40 per cent reduction. Changes to the driving test to include rural roads as a mandatory part of the training, would do much to help this trend continue. Motorways are actually the safest roads, being accountable for only 132 deaths in 2009, even though they have the highest speed limits and large traffic flows.

Despite falling casualty rates, young drivers are still the most at-risk category. Mr Greig continued: “With changes to the theory and practical parts of the driving test underway, and an ever-increasing focus on the risks faced by younger drivers, we hope that this number will continue to fall.”



HOW WOULD YOU LIKE

A £40 THANK YOU?

FOR MAKING A PHONE CALL?

INTERESTED?

Read on – it’s quite easy with the right information:

We are an independent company specialising in residential lettings, who offer a more personal and friendly service **that’s** often lost by the larger letting agencies.

WHAT YOU HAVE TO DO (It’s easy but it’s not a free lunch)

Do you know of any of the following:-

- A property landlord who is not receiving the service they deserve from their current letting agent?
- Or a home owner who is having difficulty selling their home, who may benefit from renting out their property. (Short or long-term!)
- Or simply a landlord who has vacant property?

If so then please contact Jeff on **07702 231926** quoting reference **CHIAM**. As we have a Solution for each of the above Problems.

Upon completion of a tenancy agreement we will give **YOU £40 and donate £10 to the Group** (per property) **as a small thank you for your introduction**.

We offer a comprehensive service to both landlords and tenants. **Plus as a big thank you** to the landlord we offer **All new landlords free rent** guarantee insurance.* **on each property on their initial let.**

***The tenant must pass their full reference checks (excludes DSS / benefit claimants).**

DO YOU HAVE AN E-MAIL ADDRESS?

If so then please read on

We have had occasions whereby if any breaking news or updates are needed to be sent out between newsletters it has been difficult to get this information out to members quickly.

It would help greatly if we could deliver this information via e-mail. Would all members who have an e-mail address please send an e-mail to jeff.snape@btinternet.com putting your name and post code in the subject field.

Would members who have provided their e-mail address in the past also do the above, this will ensure that we have the correct e-mail address for members.

Please be assured that members e-mail addresses will only be used for group use and will not be passed on to any third party.

Thanking you in anticipation

Watch out, there's a biker about!

The IAM (Institute of Advanced Motorists) supports TfL's advertising campaign aimed at improving drivers' awareness of motorcyclists in bus lanes during the extended 18-month trial. The hard-hitting radio advert reminds drivers that motorcyclists are harder to spot than buses and asks drivers to look out for them, particularly when turning across bus lanes. DfT 2009 figures show once again that 'Failed to look properly' is the most common explanation for all accidents reported to police, accounting for 38 per cent, and this problem is especially bad for smaller vehicles.

Dr Graham Hole, Cognitive Psychologist at the University of Sussex said: "Research shows that drivers are less likely to notice vehicles in positions where they don't expect to see them. Motorcycles in bus lanes will be a prime candidate for this problem.

"Publically promoting the trial will help this problem a lot by increasing drivers' awareness, and as drivers get used to this new arrangement checking their nearside - left-hand - mirrors will hopefully become the rule rather than the exception."

The new advert is part of a package of measures TfL and the Metropolitan Police Service (MPS) have introduced to tackle an increase in the rate of motorcyclist-car collisions that were identified by the previous Motorcycles in Bus Lanes Trial.

Peter Rodger, IAM Chief Examiner said: "We would like to emphasise Dr Hole's comments. It will take time for motorists to get used to looking for motorcyclists in bus lanes. Motorcyclists using bus lanes are advised to assess individual vehicles in the ordinary lane - on their right - as they approach junctions on the left, to make sure that they are not going to turn left across their path, as well as taking the usual care with vehicles emerging from side roads.

"In time drivers will get more used to looking for both pedal and motorcycles in bus lanes, and sharing the road at junctions."

To increase confidence and awareness on the roads, the IAM offers training courses for motorcyclists of all levels of experience, and with any size of bike.

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Assistant Guidance Officer

RAY PARKER GUIDANCE OFFICER

I have been Guidance Officer now for a long time. I need an assistant to work with me. The job is not difficult and all you need do is to apply to me. I can then explain the job description to you. So if you think you could support me in my position give me a call or see me at Guidance days.

