



Wilmslow Advanced Motorists

Registered Charity Number 1113682



He's not been on the skid pan training!

NEWSLETTER

Autumn 2008



Wilmslow Advanced Motorists

Newsletter

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Dear all,

Welcome to the latest edition of the newsletter. Especially welcome are the following new 'associates' currently on Fixed length course number 32:- **Sue Heap; David Gibson; Joan Roberts and Margaret Wrigley.**



Congratulations to the following who since the last newsletter have been recommended for membership of the IAM following test:-

Mike Davies
.....

Diary Dates:-

Sunday runs

- Sun 19th Oct - Run 4
- Sun 2nd Nov - Run 5
- Sun 16th Oct - Run 6

All Sunday runs start from the **Boddington and Dragon** car park in Wilmslow. Registration is at 10:00 hours, please make yourself known by checking in with Jose, Ivy or Gavin. Runs start at 10.30 hours. Please do let us know if you can not make the run to assist in organisation. Contact numbers

are on the back cover.

Classrooms:-

Classroom & meetings are currently at the **Drum & Monkey, Moss Rose, Alderley Edge.**

Next course:

Tues 6th Jan 2009 - Classroom 1

(Fixed length course No. 33)

This venue may change so please do check before coming along.

1st Run - Sunday 11th Jan

Chairman's Chat

(Back by popular demand—Thanks Colin)



After the previous issue's 'rant' I'm now more prepared for the bad drivers on the road by taking 'driver re-education equipment' with me as in the photo!

Apart from that I have just returned from the IAM National Conference at Warwick University and whilst some of it actually had little relevance to advanced driving most of it was interesting and it was very refreshing to hear Head Office admit that mistakes had been made and acknowledging the role and importance of groups. Unfortunately the resulting financial situation has resulted in the need for a subscription increase and re-organisation of the IAM. I can understand if this does lead some members to cease membership on renewal but personally I do feel that the cause of promoting safe enjoyable driving does warrant ongoing support.

Much reference to 'eco-driving' and reducing CO2 emissions was made but not enough was made of **enjoying** safe driving, I for one do not intend driving a 33hp miniature car that actually makes no real impact on the environment.

This week, after discussion with the Regional Co-ordinator, myself and David Adderson will be at the Region 5 meeting at which we hope to put forward a regional or inter group area approach to publicity, advertising and perhaps recruitment.

The AGM notice is included in this newsletter please could as many members as possible make every effort to attend.



And finally - I've been continuing to practise off roading for the Mac 4x4 and managing to become 'stuck in the mud!'

Jerry Stone, Chairman.

Interesting Facts?

The average commuter spends almost 29 working days each year travelling to work, equivalent to more than 5 years over a working life.

In Milan, pink parking spaces have been introduced where pregnant women may leave their cars free of charge.

VW has built a concept car that will park itself in a tight space by remote control after the driver has got out!

The most used car in the UK is the Ford Mondeo, which clocks up an average 15,483 miles each year whilst the lowest used car is the Daewoo Matiz, on just 6968 miles.

The increasing sophisticated nature of modern cars means they are more likely to be written off after even a minor collision. This is mainly due to air bags and air conditioning systems.

A Peugeot 308 diesel has set a new record for the lowest average fuel consumption on a 9062 mile journey - 90.7 mpg.

Things you shouldn't say to a Policeman when pulled over..

1. I cant reach my licence unless you hold my beer
2. Sorry officer, I didn't realize my radar detector wasn't plugged in
3. Aren't you the guy from the village people?
4. You must've been doing about 125 mph to keep up with me! good job!
5. I thought you had to be in relatively good physical condition to be a police officer
6. I was going to be a cop, but I decided to finish high school instead.
7. You're not gonna check the trunk are you?

Bumper Sticker

If we stop voting will they all go away?

Is Your Licence out of Date?

Thousands of motorists risk being fined up to £1000 because they are unwittingly driving without a valid licence. They have failed to spot that their photocard licence automatically expires after ten years and has to be renewed.

Motoring organisations said most drivers believed, wrongly, that their new-style licence was for life and blamed the Government for the fiasco. They said officials had failed to publicise the fact that photocard licences –unlike the old paper ones—expire after a set period and must be renewed.

Drivers have to pay £17.50 to renew their card, which will earn the Treasury an estimated £437 million over 25 years. The first batch of ten year photo licences were issued in July 1998, and the confusion has come to light as they start to expire.

At the heart of the confusion is the small print on the credit card-size photo licence. Just below the drivers name is a numbered series of dates and details. Number 4b features a date in tiny writing but the significance is explained only if the driver turns the card over and reads the key on the back which states that 4b means 'licence valid to'. Even more confusingly, a table on the rear of the card sets out how long the driver is registered to hold a licence - that is until their 70th birthday.

Motorists who fail to renew their licences in time are allowed to continue driving but the DVLA says they could be charged with 'failing to surrender their licence', an offence carrying a £1000 fine.

The agency are now sending reminders to drivers whose photocard is due to expire, and no one has so far been charged with failing to surrender their licence. Insurance cover is not affected if drivers fail to update their photocard.

Taken from The Daily Mail (12 Sept)

If Tax doesn't have to be Taxing, Why do they call it Tax??



If you are unfortunate to have a car manufactured post March 2001 then next year you could be in for a shock when it comes to taxing your car. It is estimated that only 33 % of cars will be taxed at a lower rate than they are currently. 44% will be paying more and the remainder (pre 2001 cars) will remain unchanged. By 2010 the number better off than before will be down to just 20%.

Many new cars are now built with low CO₂ emissions so they will not fall into the highest brackets. But what about those built just after 2001? When you bought that car you knew exactly what your outgoings would be for the year and now, amidst the credit crunch, you could be taxed at a much higher rate.

So what can you do? Sell the car - to who and at what price? Scrap the car??? Pay the increased tax - which will not stop the pollution? None of these options are great but what do the Government expect people to do? Yes lowering CO₂ emissions is a good thing but surely scraping old cars and building new cars is a lot less 'green' than people driving their older (more polluting) cars.

The new diesel cars will pay a lot less Road Fund Tax under the new system as over the last few years new technology in the engines and the fuel has dramatically reduced their CO₂ emissions. Which brings me onto another tax issue.

Company car drivers pay an extra 3% tax to run diesel models even though they emit less CO₂ than petrol models. This is (was) to reflect the higher levels of atmospheric pollutants that diesels produce but lobbyists say that cleaner modern diesels now make the loading outdated.

Annual General Meeting Wilmslow Advanced Motorists

Reg. Charity No. 1113682

NOTICE IS HEREBY GIVEN by order of the Group Committee that the Annual General Meeting of **Wilmslow Advanced Motorists** will be held at 8 p.m. on Tuesday 18th November 2008 at the Drum and Monkey, Alderley Edge.

AGENDA

1. **Apologies for absence**
2. **Minutes of the 2007 AGM**
3. **Matters arising from the 2007 AGM**
4. **Chairman's Address and Annual Report**
5. **Secretary's Report**
6. **Treasurer's Report and Annual Accounts**
7. **Chief Observer's Report**
8. **Associate Scheme Report**
9. **Election of Officers (Group Rule 3.4)**

CURRENT OFFICERS (All Officers retire annually and may offer themselves for re-election)

| | | |
|----------------|---------------|-----------------------------------|
| Jerry Stone | Chairman | Offering to stand for re-election |
| Jose Cole | Vice Chairman | Offering to stand for re-election |
| David Adderson | Secretary | Offering to stand for re-election |
| Alan Brown | Treasurer | Offering to stand for re-election |

10. Election of Committee

CURRENT COMMITTEE (One Third of Committee retire annually and may offer themselves for re-election)

| | | |
|----------------|------------------------|-------------------------------------|
| Ivy Qualter | Associate Co-ordinator | Retiring & standing for re-election |
| Barbara Helm | Membership Secretary | Retiring & standing for re-election |
| Gavin Hutton | Chief Observer | |
| Tony Parkinson | | Retiring & standing for re-election |
| Mark Sherwood | Web Master | |
| Vanessa Torr | Newsletter Editor | |

11. Appointment of Honorary Auditor

Bert Wright has indicated his willingness to continue in Office.

12. Future of the Wilmslow Group

13. Any Other Business (Restricted to AGM matters only)

PLEASE BRING THIS INVITATION TO THE AGM MEETING

Foot Off the Pedal (Foot-LITE)

A consortium led by Brunel University is developing an in-car device that gathers information on how a vehicle is being driven and tells motorists how to improve their driving to make it safer and greener. The Foot-LITE will sit on the dashboard like a Sat-Nav unit, using a collection of sensors to gather information about how the car is being driven.

Project partners include Sussex Police Authority, the Institute for Advanced Motorists, Transport for London, Nissan and TRW Conekt. The three-year project, due to begin in July, has been awarded a £260,000 EPSRC grant.

Though modern vehicles are theoretically capable of certain performance and fuel economy figures, in practice it can be hard to achieve these due to driver behaviour such as repeated rapid acceleration that increases fuel consumption, and hard braking.

The Foot-LITE project should encourage drivers to make sustained changes to driving styles and behaviours. The aim is to make motor-ing safer, reduce congestion, enhance sustainability and help cut traf-fic pollution emissions and other social and environmental impacts of vehicle use.

'It will determine the driver's style, depending on the parameters that we are currently researching,' said Mark Young of Brunel University's School of Engineering and Design. 'We will look at a range of factors such as what makes a safe driver and what makes an economical driver. We will have to consider which system will create the best driver response without any of the negatives - it has been likened to having a back seat driver or an advanced driving instructor in the ve-hicle.'

The sensors within the unit will collect and store information. Once a journey is completed, the driver will be able to download the collected data to their computer, which will analyse it and provide feedback. The in-car unit will also provide immediate feedback to help the driver improve his or her driving style.

Once a design has been produced, Southampton University's transport research group will fit a unit within its instrumented vehicle for road tests. These real-world operational experiences will be added to user feedback and evaluation. During the research, a number of smaller businesses will provide help such as sensor design.

By advising motorists how to improve their driving style, it is hoped that they can be encouraged to modify their long-term road behaviour. Unlike some automated driving systems that have been proposed, ultimate choice and control still rests with the individual, a factor seen as crucial to the public and commercial acceptability of Foot-LITE. The project's ultimate aim is to produce a prototype system, which will be evaluated by fleets of drivers in normal driving conditions.

The system to be developed in the project will consist of an aftermarket, standalone vehicle interface that can be fitted to existing vehicles. However, depending on its final form, installation of the device during vehicle build will not be excluded.

Comments

Comments in response to this article question the investment of £260,000 when cheaper, simpler options already exist.

For example, a simple vacuum gauge (£10) that measures the engine vacuum under load. Although this is probably only an option for those mechanically minded but basically if you stay in the green your driving is most fuel efficient. More expensive solutions are the current Engine Control Unit (ECU) fitted to cars that can indicate to the driver - via a simple computer - the fuel used, average fuel consumption, and instant fuel usage. For the average car user, this as much information s/he requires to drive green.

Taken from The Engineer (June 2007)

This is on the Agenda to be discussed at the National IAM Conference so there may be more on this in the next newsletter. If you have any comments on this please forward to the Newsletter editor

Europe to force drivers to keep lights on in day

British motorists will be forced into driving with their lights on in the daytime under a new EU edict. The European commission said that all new cars and small vans must have "daytime running lights" fitted from 2011. Critics claimed that the use of DRL's which come on with the vehicle's engine, would make roads less safe and cause motorists to use more fuel.



Motorcyclists said it would make riding more hazardous for them. While green campaigners warned that the lights would increase greenhouse gas emissions.

The safety case for daytime lights has never been proven and there are real concerns that this could actually have a negative impact on the safety of motorbikes and other road users. The European Commission should not be trying to force people to keep their headlights on all day, they are undermining their own efforts to cut carbon emissions from driving and putting more pressure on family budgets.

The Department of Transport has backed the scheme after the Commission dropped proposals to make older cars without DRL's drive around with their headlamps on. DRL's are less powerful than night-time headlamps and, according to the EU, use only 25 - 30% of the energy consumption of normal driving lights.

Commission vice-president Gunter Verheugen said: "The introduction of daytime running lights for cars, trucks and buses makes them more visible, which will increase road safety. This will make a positive contribution to our goal of reducing fatalities on European roads while being more fuel efficient than existing lights".

Taken from The Daily Express (25th September)

Texting and Driving Worse than Drinking

A new report suggests that texting whilst driving is, in fact, even more dangerous than driving whilst under the influence. Yes I know this is not a surprise and no sensible person would do it but it appears that many young drivers think it's ok!

The RAC Foundation, and the Transport Research Laboratory, carried about the tests following on from a poll conducted through Facebook that took in 3000 drivers earlier this year.

It found that nearly half of drivers aged between 18- and 24-years-old texted while driving.



And the follow-up tests suggest that these drivers' average reaction times could be slowed by as much as 35%.

The team put 17-24-year-olds in a simulator and then got them to write or read texts whilst driving.

When texting, drivers are distracted by taking their hand off the wheel to use their phone, by trying to read small text on the phone display and by thinking about how to write their message.

This results in the impairment to reaction time and vehicle control.

It used to be that you'd receive a fine of £60, and/or an endorsement on your license, for "Using a hand-held mobile while driving". At worst, drivers fiddling with phones or satnav could be hit with a "careless driving" charge, which carries a fine of up to £2,500, or a community service penalty.

Proposed changes will upgrade phone use while driving to a "Dangerous driving" charge, which could net the offender two years in jail. And if you manage to kill somebody while texting you'll go down for 14 years, or in rare cases, face a manslaughter charge (maximum penalty: Life.)

Has someone been reading our Chairman's Rant on harsher penalties??



Christmas Meal - Friday 5th Dec



At the Drum & Monkey 7:30pm £15

This year numbers are strictly limited so if you are interested let Barbara, Jose or Ivy know ASAP and by 7th November at the latest.



NEWSROUND:

SAO PAULO - Transport authorities in Brazil have caught up with a speed-loving Brazilian driver who clocked up nearly £1.1 million in fines, local media reported.

Police intercepted the driver of a 12-year-old car in Sao Paulo at the spot he most frequently committed infractions.

For seven years he had been speeding and running red lights but was not arrested earlier because he never registered the car in his own name.

The car, worth around £3,500, would be auctioned if the driver, unnamed, did not pay the £1.1 million in fines in 90 days.

(Reuters)

(not a bad deal that?)

Here in the UK...

A motorcyclist caught on a speed camera pulling an 82mph wheelie in a 30mph zone has been banned from driving for 18 months, fined £600 and awarded 39 points on his licence!

Over a period of time he was caught on forward facing cameras* 7 times, and it was only when the Police used CSI type investigations that they identified the rider and brought him to justice. Apparently only 2 of the motorcycle jackets of the type he wore had ever been sold in the UK!

Motorcyclists beware - it doesn't just happen on TV!!

** Motorbikes only have rear number plates*

Safe drivers are made, not born - 10 steps to young driver safety from the IAM Trust

Age, inexperience and gender impact most on the safety of young drivers, according to new IAM (Institute of Advanced Motorists) Motoring Trust research. Most at risk are the under 20s, who have the least driving experience; drivers under 25 have an exceptionally high risk of being killed or seriously injured (KSI) in crashes; and up to twice as many young men are involved in crashes as young female drivers.

Young drivers – highest risks are:

- In older cars with less EuroNCAP (New Car Assessment Programme) crash protection
- When there are three or more casualties in the car
- On Friday and Saturday nights
- On rural class 'C' or unclassified roads
- In single vehicle crashes involving no other road user
- When running off the road and hitting something at the roadside
- When skidding and possibly overturning
- In fog, mist or rain, or on wet roads in "fine weather"
- On bends, particularly on rural roads

"Novice drivers, particularly the under 20s, are most at risk in the early weeks and months after they pass their driving test. This study helps to explain why and points to what needs to be done," said Neil Greig, Director of the IAM Motoring Trust. "Most young drivers, particularly young women, have the skills and the right attitude for driving safely. Post driving test restrictions that limit the number of passengers young drivers can carry or the imposition of night time curfews are **not** the answer. They would penalise the relatively safe majority but do little to curb the dangerous excesses of the reckless, mainly male, minority."

The IAM proposes a 10-point package of actions for making younger drivers safer:

1. Encourage more understanding of driving in a wider range of road conditions where novice drivers are most at risk, including at night, in poor visibility and poor weather, and on rural roads.

2. Prepare learner drivers better for driving solo or with passengers by making them more aware of where and when they are most likely to crash.

3. Integrate road safety education in core school curriculum subjects so that young people develop a self-taught awareness of the risks and responsibilities of using the roads as drivers, riders and as passengers.

4. Guide parents on how to help their children become safer drivers through additional, supervised driving practice in the family car.

5. Persuade insurance companies to recognise that additional driving practice with a parent before taking the test is low risk, and to set premiums accordingly.

6. Identify the minority of young and inexperienced (mostly male) drivers exhibiting dangerous driving behaviour through corrective education and training.

7. Target police enforcement at the reckless, unlicensed and/or uninsured minority of young drivers, to find them and to get them off the road.

8. Place greater emphasis on training and improvement before the driving test, and after it, ensuring that this covers the full range of roads and conditions new drivers have to deal with.

9. Make roads themselves more forgiving of novice drivers' mistakes by investing in features such as skid-resistant surfaces and crash barriers, and removing potentially lethal roadside objects.

10. Incentivise the take-up of technologies such as Electronic Stability Control in the new cars of today that will be driven by young people in the years to come

For the full article please visit the IAM web site News release page

10 Bad Driving Habits

1. Happily cruising down the middle lane of a motorway with either indicator flashing, but going nowhere.
2. Not realising that there is any other setting for your lights than high beam.
3. Indicating to move into a lane that you're already half way in.
4. Falling asleep at the wheel, just in time for the lights to turn green.
5. Sounding your horn one nanosecond after the lights change to green if the car in front hasn't sped off.
6. Picking your nose and believing that no-one can see you.
7. Sending sprays of wiper wash right over the top of your car and washing the one behind.
8. Overtaking then pulling in front and slowing down.



9. Sharing whatever is on your car stereo with anyone within a mile radius.

10. Happily cruising down the middle lane of a motorway even when the road is almost entirely empty.



Did You Know...?

The driving licence was introduced in 1903. It was available to anyone who applied.

Driving Tests were made compulsory as a prerequisite to getting a licence in 1935.

The old red licence was replaced by a computer-produced document in 1974.

Photocards were introduced in 1998 and paper licences were discontinued in 2000.

The Institute of Advanced Motorists

Wilmslow Advanced Motorists

(IAM No. 5141)

Registered Charity Number 1113682

www.w-a-m.info

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Data Protection Acts: The group intends to hold names and addresses on computer record for ease of administration, but if anyone objects to this then please notify the membership secretary.

The views expressed in this newsletter are those of the individual contributor and not necessarily those of the Committee or the Institute of Advanced Motorists