
From the Editor

Lesley Cornforth! ... We forgive you.

When I got in from work, Tricia gave me a message. Would I call Lesley - something about a camera.

When we spoke later, Lesley asked if Tricia and I would go to the October group meeting as Frank wanted a photo or two taking. Yes, no problem. I would be there although Tricia wouldn't. The conversation continued with a comment about a mutual friend whom Tricia had not seen for some time who would like to meet her for a chat. At least eleven out of ten for effort Lesley!

At the meeting, I was instructed to watch out for a signal and then take my camera to the front at which point I expected to take some photographs, however, as the explanation of the IAM National Conference attended by Frank and Lesley developed, I was roped in as Frank announced how surprised he was as during the presentation of awards he heard the Kingston upon Hull and East Riding Group mentioned.

He expressed his delight as he was asked to approach the stage to receive from Nigel Mansell, the Institute's President, the award for Newsletter of the Year 2006!

Frank passed the engraved silver platter over to a rather unprepared me and continued to explain how the prize also consisted of an envelope which until that point, had not been opened. The envelope contained a cheque for the group for £250.

Lesley then presented me with a lovely posy of flowers.

When I returned home and handed Tricia the flowers, I had some difficulty convincing her of the award. I'm sure she thought I had bent her pride and joy and the flowers were a sweetener before the bad news but eventually I was able to convince her it was genuine and in recognition of all the hard work which we have all put in to preparing the best newsletter we can.

Although personally delighted, it is also in recognition of the many articles our readers contribute and I must extend a personal thank you to everyone who has ever sent in an article.

As usual, it is variety and differing opinions which makes a read a good read so keep your articles, ramblings and comments coming!

Alan

If you would like to make a contribution to the Newsletter, the closing date for the next publication is

Friday 2nd February.

You can contact me any way you like, post; phone; e-mail; call round or just hand it over at a meeting.

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Probably Not an Advanced Driver

On a recent shopping trip to Morrisons in Beverley, I heard a public announcement asking the owner of car registration number XYZ to go to the customer service desk.

As we walked back to our car, the reason for the call became obvious as car XYZ had failed to correctly apply his handbrake and this had resulted in his car rolling from his parking place, across the access road and into the back of the car parked opposite.

I suppose little if any damage would have been done but the driver whose car had been bumped couldn't move as he had been boxed in - on all four sides!

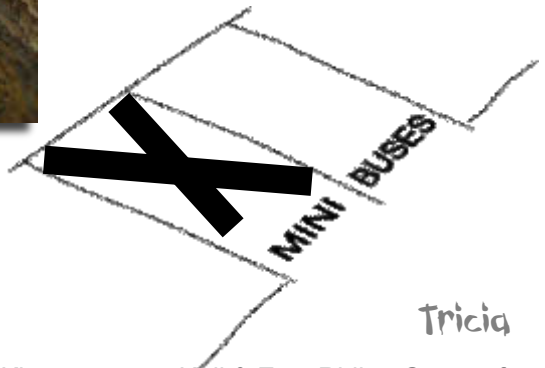
Tricia

I Mini I Buses I Choppers I



We were enjoying a day out at Filly Brigg and on hearing a helicopter hovering, we walked along the Brigg from the car park, where we stopped to admire the aerial antics of the Sea King rescue helicopter, presumably from Leconfield, as the pilot kept his craft motionless, the winchman hoisted a practise (I think!?) casualty from the water.

When we returned to the car, a new mini had rolled up and parked in a space as shown in the sketch. Talk about having your own parking space! (Blond driving!)



Tricia

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Disclaimer

This newsletter is a forum for Members, Associates and friends of the Kingston Upon Hull and East Riding Group of Advanced Motorists and all are cordially invited to submit articles for inclusion. It should be noted however that a contributor must accept full responsibility and liability for the factual accuracy of any article they submit. Readers should note that an article is likely to reflect the views of the contributor, and its inclusion does not imply endorsement by the IAM, any other individual or organisation unless specifically stated. The editor reserves the right to edit, abridge or reject any submitted contribution.

Extract from a Motorcyclist's Diary

As another Government campaign attempts to alert car drivers to the fact that, too often, they fail to see, or react to having seen, an approaching motorcyclist, I offer the following extract from my "motorcyclist's diary" which shows that not all of my rides for pleasure turn out to be full of joy.

10th. April 2005.

In the course of a ride of about 50 miles this Sunday morning I came across four motorists who I would gladly have shot.

As I left Skidby I observed, over a hedge, a red car approaching the road from a lane or track on my left. I allowed for the driver not having seen me, yet. The big shining Mitsubishi complete with high rear aerofoil had not been going to stop. The driver looked only to his left as he came half-length on to the road. He stopped and waved apologetically.

North Newbald, Market Weighton, head towards the roundabout for Londesborough. See cars approaching from the left, the Shiptonthorpe direction. I slow to enter the roundabout, cars still approaching. Keep wide-ish to the left as I pass the first exit. (I'm taking the second exit). The woman driver continues to pull in front of me whilst looking at me. Then she stopped in front of me and I had to stop. She set off again - only to be followed almost instantly by the man in the car behind her - just enough time for me to be starting to ease out the Velo's clutch. Then he relented and I went in front of him towards Londesborough.

There was more traffic on the minor roads than is usual so when I caught up with a convoy of two or three cars I would take the next turn, left or right, to get away from them as overtaking was not a safe option. Thus I ended up heading southwards towards Kiplingcotes Station. As I approached the minor crossroads, just north of the Station, I saw a car approaching from the Enthorpe direction. Although I had "priority" (again) I slowed down a little. The woman driver ignored the "Give Way" signs and, looking straight at me, kept going. At the last minute she stopped, in the middle of the crossroads. Did I glare - turning my head as I went by to do so.

Men drivers two; Women drivers two."

At home, before I removed my helmet, I glared at myself in the mirror - to see how effectively I had intimidated my tormentors this day.

Waste of effort !!!

Chris Moore, Motorcyclist, Cottingham.

Submitted by RHT

Memorandum

To: All Group Secretaries Regions 4 and 5
From: The Chief Executive
Date: 10th July 2006
Re: Northern Divisional Council Member

Following the Vote of Confidence, from all Groups in Region 4 and 5, Bob Rowles has been invited by the IAM Council to join the Council as the DCM for the Northern Division. Bob will join and be active as DCM with effect from November 8th 2006 (the date of the IAM Annual General Meeting).

Bob's contact details are:-

Address: 18, West Croft, Addingham, Ilkley, West Yorks, LS29 0SP
Tel: 0113 283 3075
Email: R.Rowles@leedsmet.ac.uk

Gary Porter Talks About Insurance

Gary Porter of Wilberforce Insurance Brokers - a long established local broker, gave the group the benefits of the current state of the vehicle insurance market and revealed some very interesting facts in his August presentation to the group.



I suppose if you're in the insurance business, it may seem very obvious but to the lay person who re-insures his car once a year, there were some good pointers on how to keep your premium under control.

If you didn't attend the meeting then - unlucky but suffice to say, the insurance companies have a very competitive streak and, at the moment, the only ones who benefit are the motoring public. If you don't like your renewal premium, look somewhere else.

Alan

Well, I was going down this road when ...



Judging by the brand of the tyre, I bet it was an American driver.
Better call Gary!

RHT

Road Safety Awareness Scenario

You're driving a car at a constant speed.

On your left side is a valley. On your right side is a fire engine travelling at the same speed as you.

In front of you is a large galloping pig, which is the same size as your car and you can't overtake it.

Behind you is a helicopter flying at ground level. Both the giant pig and the helicopter are also travelling at the same speed as you.

What must you do to safely get out of this highly dangerous situation?

Answer on Page 9.

Smile Please!

Well, you can't invite an insurance man to talk to the group without expecting quotes from insurance claim forms so here goes !

"The accident happened because I had one eye on the lorry in front, one eye on the pedestrian and the other on the car behind."

"I pulled into a lay-by with smoke coming from under the hood. I realised the car was on fire so took my dog and smothered it with a blanket."

"I was going at about 70 or 80 mph when my girlfriend on the pillion reached over and grabbed my testicles so I lost control."

"I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment."

"I collided with a stationary truck coming the other way"

"A pedestrian hit me and went under my car"

"I was on my way to the doctor with rear end trouble when my universal joint gave way causing me to have an accident."

"An invisible car came out of nowhere, struck my car and vanished."

"The pedestrian ran for the pavement, but I got him."

Gary Porter

A few of our driving habits

Happily cruising down the middle lane of a motorway with either indicator flashing, but going nowhere.

Not realising that there is any other setting for your lights than high beam.

Indicating to move into a lane that you're already half way in.

Sending sprays of wiper wash right over the top of your car and washing the one behind.

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

Ange

Just had a thought !

Why are there disabled parking places in front of the Ice Arena ?

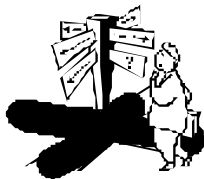
Why is it you can get a pizza to your house faster than an ambulance or a police car ?

Why do supermarkets make ill people walk all the way to the back of the shop to get their prescriptions whilst healthy people can buy cigarettes at the front ?

Why do Banks leave both doors open and chain the pens to the counter ?

R.H.T.
7

Associate Coordinator's Report



It seems ages since I last put pen to paper, so to speak and there are a couple of changes of which Observers and Associates should be aware.

First of all, congratulations to all those associates who have passed since April this year, fourteen of you (up to the 5th October): your hard work certainly paid off.

Of course this would not be possible without the time and effort given by all our volunteer observers – thank you.

The only disappointing part, for Observers and me, is the high number of associates who have given up, some without even a call to their Observer.

Even more surprising is a number who never started their observed runs despite being contacted by an Observer. All I can say is you have missed out on becoming a more skilful driver and wasted your money.

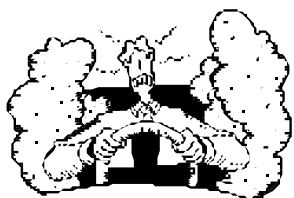
I did have a comment from one associate that they had expected something different from the course. This person had wanted a lot more work on motorways and not as much 'general' driving. In response to this I did point out that if we hone our skills on general driving in the town and country then those skills easily transfer to the motorway. (This came from an associate that never even did one run!!!!) Beside which, in my opinion, it takes

more skill to drive progressively and smoothly in town and country and this is the area where the majority of fatal crashes happen.

Associates if you would like your Observer to do some 'extra' on a particular type of road then I am sure most of us would help you if asked, however we should not forget our aim is to produce a well 'rounded' Advanced Driver capable of driving all types of road to a high standard.

Associates and Observers to note – Since April this year the system of associates joining has changed slightly. Prior to this date associates were 'associate members' of the local IAM group and only became members of the national IAM on passing their test.

Associates joining now become Associate Members at IAM and this will have to be renewed if you don't pass within the year - another reason to get on with the job – the cost of renewal is £18. This of course was taken out of your £85 when you joined! The timing begins when Darren sends our copy of the triplicate form, you got to say you have paid, to head-



quarters, so usually just a couple of weeks before you are contacted by an Observer (if we are running to time).



Recently we have had a couple of people fail the test – if this happens don't be despondent, you can take it again. You will get a report from IAM HQ which outlines where you went wrong on that day. This is the time to discuss the points raised with your observer. You will also get a re-test application form and it will cost you £35 to 'sit' it again. One did and passed on the second occasion. Well done for persevering!

Observers please note that from Monday 13th November to the New Year, Ivor will be doing my job as associate coordinator.

Happy Christmas and New Year!



Angie Bird

What do you see?



Even the really good amongst us harbour some evil!

Alan

Answer to Road Safety Awareness Scenario

Get off the children's "Merry-Go-Round", you're drunk again.

RHT

An Old Lady gets stopped for speeding...

Old Lady: Is there a problem, Officer ?

Officer: Ma'am, you were speeding.

Old Lady: Oh, I see.

Officer: Can I see your licence please ?

Old Lady: I'd give it to you but I don't have one.

Officer: Don't have one ?

Old Lady: Lost it, 4 years ago for drunk driving.

Officer: I see...Can I see your vehicle registration papers please.

Old Lady: I can't do that.

Officer: Why not?

Old Lady: I stole this car.

Officer: Stole it ?

Old Lady: Yes, and I killed and hacked up the owner.

Officer: You what ?

Old Lady: His body parts are in plastic bags in the trunk if you want to see.

The Officer looks at the woman and slowly backs away to his car and calls for back up.

Within minutes 5 police cars circle the car.

A senior officer slowly approaches the car, clasp his half drawn gun.

Officer 2: Ma'am, could you step out of your vehicle please !

The woman steps out of her vehicle.

Old Lady: Is there a problem sir ?

Officer 2: One of my officers told me that you have stolen this car and murdered the owner.

Old Lady: Murdered the owner ?

Officer 2: Yes, could you please open the boot of your car, please.

The woman opens the boot, revealing nothing but an empty boot.

Officer 2: Is this your car, ma'am ?

Old Lady: Yes, here are the registration papers.

The officer is quite stunned.

Officer 2: One of my officers claims that you do not have a driving licence
The woman digs into her handbag, pulls out the licence and hands it to the officer.

The officer examines the licence. He looks quite puzzled.

Officer 2: Thank you ma'am, one of my officers told me you didn't have a licence, that you stole this car, and that you murdered and hacked up the owner.

Old Lady: Bet the liar told you I was speeding, too.

Don't Mess With Old Ladies !!! (or ANY LADY)

RAT.

The New “Fifty”

Over the past few months a lot of friends have been asking for me to explain the national speed limit – most do not seem to know what it is and have also commented on how the A1079 Hull to Beverley bypass seems to have become the new “fifty” speed limit, prompting the question has the national speed limit now become 50 mph?

One further issue seems to be that people do not realise that if the carriage way goes to dual whilst in the national speed limit zone you are legally allowed to do 70 mph.

I think as we are all aware of speed limits i.e. we are shown the numbers relating to 10 mph to 50 mph. why not make the 60 mph. and 70 mph. in numerical form rather than a sign with no numerals on it may be it is meant to play tricks on that old grey matter!!

I doubt very much if many motorists are caught speeding on the A1079 bypass as everyone slows down now ... people may argue that this is good which it is but not down to the 40 – 50 mph. speed.

Tricia

Tips for Driving in Portugal

From my timeshare newsletter I have just seen this article about driving in Portugal.

There have been changes recently to the Highway Code in Portugal. It is now compulsory that a high visibility jacket be carried inside the passenger cabin (not the boot) at all times and must be worn in case of emergency or breakdown at the roadside. Do ensure that your hire car has all the required safety items when you take delivery.

Fines for driving offences such as speeding, use of mobile phone handset while driving and drink driving have been dramatically increased. It is important to remember that you must carry ID with you at all times, ideally, keep a photocopy of your passport together with your driving licence.

Lesley Cornforth

Cold Calling & Junk Mail

Fed-up of cold calling & junk mail, well this is tried and tested.
Telephone Preference Service

Phone 0207 291 3320
email tps@dma.org.uk
www.tpsonline.org.uk

Mail Preference Service

email mpps@sma.org.uk
www.mpsonline.org.uk

Takes a while to get rid of mail, but definitely worth it. (28 days)

Advanced Motorists Newsletter - Autumn 2006.ppp

IAM Driving Tip “Emergency Vehicles”

Here is a recent driving tip issued by the IAM to help promote sensible driving practise. View others on the national IAM website at:-

www.iam.org.uk

Deciding on what to do when you hear an emergency vehicle approaching can be a dilemma. Do you stay where you are and potentially block the progress of an emergency vehicle? Or do you move into a position that may put you or other road users at risk?

Unfortunately, some drivers over-react to emergency service vehicles travelling on "blues and twos" (blue lights and two-tone horns). This is often because they don't hear or see the emergency vehicle until it is very close, and then take drastic action to get out of the way.

Don't panic and just brake. It's natural to want to react. But instinctively putting your brakes on immediately in front of an emergency vehicle doesn't help: it slows the progress of the emergency vehicle and jeopardises other road users.

Think about where you are on the road. You should deal with the problem in the same way that you deal with any other potentially hazardous driving situation. Observe and plan: what is the safest option available to you? You must sacrifice everything for safety, but never sacrifice safety for anything else - not even facilitating the progress of the emergency service vehicle.

Don't cross red traffic lights or speed to get out of the way. The emergency driver has training and legal exemptions that you don't have.

Bus lanes and box junctions can be problems too, but let them resolve the law - not you.

If you are moving it may well be that you can continue at a reasonable pace and the emergency vehicle can follow you out of a pocket of congestion (such as a blocked one way system). In that scenario, attempting to pull over too soon, or slow down, might just cause a needless obstruction and so hamper the progress of the emergency vehicle.

Indicate your intentions clearly. Don't pull in opposite other obstructions, such as centre bollards. If you are thinking about pulling over across a junction or outside a school or factory, you may be unwittingly preventing the emergency vehicle reaching its destination.

And do think about where you are asking the emergency driver to overtake you - on the brow of a hill or a blind bend can be placing him or her in a very difficult position.

Get out of the way as soon as you can do so in safety.

Driving Tip No. 38 "Emergency Vehicles"

The Trouble With English

English (like most languages) is complex and easily mangled. The following are supposedly examples of kind people doing their best to make English-speaking travellers feel at home-and they succeeded in both communicating and in brightening our day! So, thanks! And I hope everyone enjoys these examples:

Cocktail lounge, Norway: "Ladies are requested not to have children in the bar."

In a Nairobi restaurant: "Customers who find our waitresses rude ought to see the manager."

On the grounds of a private school: "No trespassing without permission."

On an Athi River highway: "Take notice: When this sign is under water, this road is impassable."

In a New York City restaurant: "Open Seven Days A Week, and Week-ends Too."

In a cemetery: "Persons are prohibited from picking flowers from any but their own graves."

Tokyo hotel's rules and regulations: "Guests are requested not to smoke or do other disgusting behaviours in bed."

On the menu of a Swiss restaurant: "Our wines leave you nothing to hope for."

Hotel brochure, Italy: "This hotel is renowned for its peace and solitude. In fact, crowds from all over the world flock here to enjoy its solitude."

Hotel lobby, Bucharest: "The lift is being fixed for the next day. During that time we regret that you will be unbearable."

Hotel catering to skiers, Austria: "Not to perambulate the corridors in the hours of repose in the boots of ascension."

From the "Soviet Weekly ": "There will be a Moscow exhibition of arts by 15,000 Soviet Republic painters and sculptors. These were executed over the past two years."

A laundry in Rome: "Ladies, leave your clothes here and spend the afternoon having a good time."

The box of a clockwork toy made in Hong Kong: "Guaranteed to work throughout its useful life."

In a Swiss mountain inn: "Special today-No Ice Cream."

Airline ticket office, Copenhagen: "We take your bags and send them in all directions."

Graham.

Who's Who in the Group

**This page has been removed to protect the privacy
of individual group members.**

Council Complaints

To help you forget your everyday problems and read how others put their thoughts into words...These are genuine clips from council complaint letters.

1. My bush is really overgrown round the front and my back passage has fungus growing in it.
2. He's got this huge tool that vibrates the whole house and I just can't take it anymore.
3. It's the dogs mess that I find hard to swallow.
4. I want some repairs done to my cooker as it has backfired and burnt my knob off.
5. I wish to complain that my father hurt his ankle very badly when he put his foot in the hole in his back passage.
6. And their 18 year old son is continually banging his balls against my fence.
7. I wish to report that tiles are missing from the outside toilet roof. I think it was bad wind the other night that blew them off.
8. My lavatory seat is cracked, where do I stand?
9. I am writing on behalf of my sink, which is coming away from the wall.
10. Will you please send someone to mend the garden path. My wife tripped and fell on it yesterday and now she is pregnant.
11. I request permission to remove my drawers in the kitchen.
12. 50% of the walls are damp, 50% have crumbling plaster and 50% are plain filthy.
13. I am still having problems with smoke in my new drawers.
14. The toilet is blocked and we cannot bath the children until it is cleared.
15. Will you please send a man to look at my water, it is a funny colour and not fit to drink.
16. Our lavatory seat is broken in half and is now in three pieces.
17. I want to complain about the farmer across the road; every morning at 6am his cock wakes me up and its now getting too much for me.
18. The man next door has a large erection in the back garden, which is unsightly and dangerous.
19. Our kitchen floor is damp. We have two children and would like a third so please send someone round to do something about it.
20. I am a single woman living in a downstairs flat and would you please do something about the noise made by the man on top of me every night.
21. Please send a man with the right tool to finish the job and satisfy my wife.
22. I have had the clerk of works down on the floor six times but I still have no satisfaction.
23. This is to let you know that our lavatory seat is broke and we can't get BBC2.

Alan

It's not all Pills and Potions

On opening my copy of the British Medical Journal last Saturday (July 8th). I was amazed and greatly interested to find no less than three research papers and a leading article all on driving. One might think the BMJ an unlikely place to find such articles, but on reflection the psychology of and the carnage caused by bad and inappropriate driving are clearly matters of medical concern. I scanned my BMJ with added interest that weekend.

The first paper reported an observational study in London regarding 4x4 vehicles. (Who would want to drive in London in a 4x4 I can't imagine?) In three busy sites 38,312 normal cars and 2,944 4x4 were counted and the observers were looking for use of mobile phones and lacking use of seat belts. And guess what! Mobile phone use: 8.2% 4x4 against 2.0% ordinary cars. No use of seat belts: 19.5% 4x4 and 15.0% ordinary.

These great 4x4 vehicles obviously have a very important role in the right circumstances, but their use by bullish folk just to show-off is sickening to the majority of decent drivers, and the results of these observations just illustrate their psychological attitude towards driving.

The second paper was based on statistics concerning serious injuries sustained in road traffic accidents reported by the police compared with those gleaned from hospital records. There had been an encouraging fall in police records (85.0/100,000 total population in 1996 to 59.4/100,000 in 2004) whereas hospital admissions actually rose slightly from 90.0 to 91.1 over the same period. Conclusion: under-reporting in the police statistics. The leading article dealt largely with these statistics and concluded that "lowering road toll will take much more than altering road users behaviour", a point that we of the I.A.M. constantly bear in mind.

The third paper (French in origin) was based on a study concerning self-assessment of sleepiness while driving. Statistics were produced to prove that this is quite inadequate to prevent accidents, and the conclusion must be that sleepiness of any degree calls for a cessation of driving and self-assessment is of no value but dangerous. Which obvious advice is so often ignored?

The BMJ are often very good at grouping articles and papers and they certainly did well last week.

Maurice Philpott

Forthcoming Events

11th December meeting will be at Staff House in the University campus off Cottingham Road and will consist of Christmas Dinner for those of you who would like to join in the party.

The deadline must be approaching so please contact Neil Scruton as soon as possible with numbers and your payment please.

Cool Seats to Tempt Youngsters

Lesley and Angela from Mothercare in Hull put us straight in the somewhat confusing laws relating to the requirements of special seating arrangements for children travelling in cars.

The simplest advice is to go to a reputable supplier of child seats and booster cushions and be guided by what they say. Don't forget to take the child! They come in all shapes and sizes and age and size can really be used only as a guide as to the type of seat to buy. Height and weight need to be taken into account as well as skeletal development.

However, seat manufacturers have produced a range of cool seats to attract even the most difficult child. They all look rather GT and some sport a full 'racing' harness some with a definite 'Recaro' look.

Almost makes me wish I was eight again.

Well maybe not!

Thanks for the talk ladies.



Alan

PS I received my East Riding Council's newspaper through the post the other day and I noticed a single page, glossy brochure which includes the child seating regulations.

Count the F's in ...

Count every "F" in the following text:

FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF YEARS...

How many ?

Three ?

Wrong .

THERE ARE six!

No joke.

READ IT AGAIN !

Really, go back and try to find the six F's before you read on.

The reasoning behind is further down.

The brain cannot process "OF".

Incredible or what? Go back and ! look again!!

Anyone who counts all 6 "F's" on the first go is a GENIUS.

Three is normal, four is quite rare.

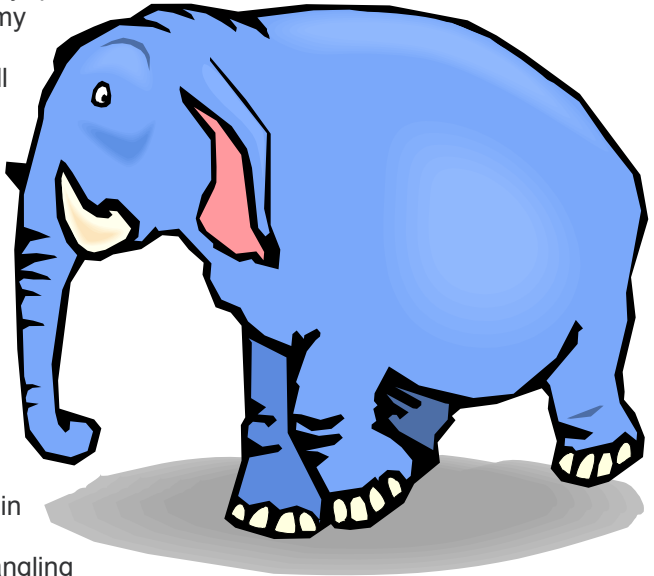
Alan

First Observed Drive

I am a relatively new associate and recently had my first observed drive. We were going along a fairly quiet road and I was practising my observation skills, when I saw half way up a slight hill an open gate to a field on the left with a parked car nearby, a driver standing with her door open looking into the field.

Not thinking that this was more than an overtaking hazard, I was preparing to pass the parked car when a rider-less horse who had clearly thrown its rider came galloping out of the field towards us. There was fear in the horse's eyes, nostrils were flared, the stirrups dangling from the saddle were flapping around and hitting

the girth of the horse (when it has a rider this is the unspoken command to 'go faster'), by this time I had come to a stop. It was only then that the horse saw the car and thankfully it continued to gallop half on the verge and half on the road in the opposite direction from us. I then breathed a sigh of relief and we continued our drive.



ti

Beryl Day

I must thank Beryl for writing her article - possibly under some duress, as I was her observer!

But I must also compliment her on the way she handled the situation which thankfully turned out to be nothing more than a bit of a fright, at least for us drivers. I rather think the thrown ex-rider might have been a bit sore.

Beryl was driving at a speed, consistent with the prevailing conditions and on spotting the loose horse, brought her car gradually to a stop as it passed by her near-side at full gallop, hooves slipping outwards on the hard tarmac.

Her actions caused the following vehicles to safely reduce their speed as the rather unusual hazard approached.

A car driver, already pulled into the field entrance, offered the rider assistance as she staggered out onto the road eagerly looking for her mount.

As there was little we could do to offer any practical assistance, we continued on our way thankful that what was potentially a very dangerous situation had been handled well and no one, including the horse appeared to have suffered more than bruised ego - and perhaps one bottom.

Alan

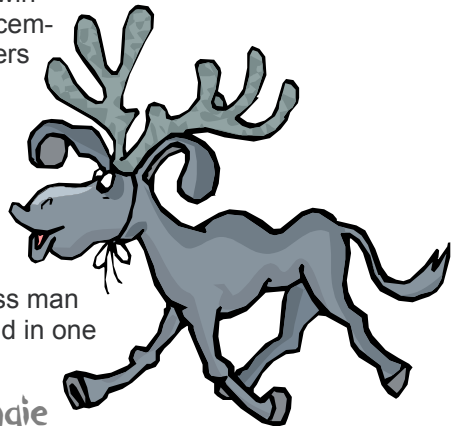
PS Sorry about the elephant but I couldn't find a picture of a horse.

Remember this at Christmas Time

According to the Alaska Department of Fish and Game, while both male and female reindeer grow antlers in the summer each year, male reindeer drop their antlers at the beginning of winter, usually late November to mid-December. Female reindeer retain their antlers till after they give birth in the spring.

Therefore, according to EVERY historical rendition depicting Santa's reindeer, EVERY single one of them, from Rudolph to Blitzen, had to be a girl.

We should've known... ONLY women would be able to drag a fat-ass man in a red velvet suit all around the world in one night and not get lost.



Data Protection Act

Members names and addresses are kept on a computer held by the Membership Secretary for the sole purpose of mailing group related correspondence and will not be made available to other organisations or individuals.

As well as braking distance the difference in tread depth has a major effect on aquaplaning. (Skidding is, of course, aquaplaning due to braking)

Some manufacturers, including BMW, Mercedes, Ford, VW and Porsche do, in their handbooks, recommend replacing tyres at 3mm.

If all the evidence points to the fact that 1.6mm is not a safe limit, why is this the law? The rules date back to 1992, when new cars had skinnier wheels. Prior to this the limit was 1mm. If you compare the tyre of a 1992 car with its modern equivalent you will find tyres have got fatter and bigger. In dry weather this makes for better grip, but in the wet you need less water pressure over the bigger area to lift the car up and start aquaplaning. As the tyre width increases there is a greater amount of water to channel away from the road surface and 1.6mm is not deep enough to do this efficiently. As far as changing the law is concerned, as 1.6mm minimum is set across the EU by a European directive it would be very difficult for this country to have its own law. In my opinion the Government must put pressure on the EU for the law to be changed.

Interestingly, according to the UK Tyre Industry Council, the German motorists tend to be more conscious of tyre safety and replace their rubber before it wears down to 1.6mm and in fact some of their cast-offs are shipped to the UK and sold here as part worn.

Obviously if the legal limit was increased, we would all have to replace out tyres more regularly, but according to one leading tyre maker this would only add £20 per year to the cost of motoring for the average driver (4 ½ gallons of petrol) – a small price to pay to improve road safety. Looking at some of the tyres, stacked up at tyre dealers, some motorists do not replace them until bare patches appear so a 3mm minimum would make it more obvious the law was being broken.

I am now very seriously considering replacing my tyres when the minimum tread depth is 3mm.

What are other members thoughts on this.

Ivor Nicholson

Parking Spaces Inside

Recently going out for a meal, there were no spaces left in the car park so after some deliberation, I left the car on the road taking care to park considerately and within the law.

Later, when I left the restaurant, I was rather surprised to find a van parked next to me - alongside on the footpath!

Tricia

Totally Eclipsed Thirty

I can't provide a photograph for these signs because I have not got a telephoto lens on my camera but let's face it, our observation of the road whilst driving is like using a telephoto lens - seeing things well in advance.

Our first sight of this monstrosity on the dual carriageway coming into Hull along Holderness Road near Marfleet Lane is a pair of circular signs, one on each side of the road, informing us that there is no right turn allowed at the junction ahead. Nothing wrong with that ...



but when you get a little nearer, you realise that each sign (if you happen to be in that part of the roadway), totally obscures the circular insert on large rectangular signs behind each of them that informs us that the speed limit ahead is 30 mph!

Geoff Beecroft



Congratulations Go To

There have been several test passes since the last newsletter but regrettably few photographs of our newly qualified members.

Now, this causes me a problem because I can always check the spelling of people's names because I have a record of them on the certificate displayed on the photos. Also Angie is travelling the world so my back-up is unavailable as well so I'm afraid I've had to guess the spelling of some of your names. Not very professional, I know but if any of you would like to correct me or have your photo included in the next edition, just let me know and I'll try to make amends.

Proud owners of Advanced Motoring Certificates now include Mrs McIntyre, observer Jo, Mr Brett, observer Gill, Mr Hemmingway, whose observer, I believe was Bill. Jason Gilyon, (photo right) was guided to a successful test by Frank and Timothy Bailey also heard those words, "Yes, I will recommend you for Membership of the Institute."

Bolstering the ranks of Group Qualified Observers is Alan Gribben (below) and Mike Tomlinson. Well done to you all !



Angie Bird our Associate Coordinator has now qualified as a Senior Observer after demonstrating her competence to Chris Tatlow, one of the IAM's staff who is responsible for examining the test examiners. Well done Angie and take some time off for a well deserved holiday!

We Won The Cup, We Won The Cup!!



Well we would have done if the platter had been cup shaped!

Thank You To The Group

I would like to say a sincere Thank You to the Group for the lovely flowers you gave to me by way of securing the Group in the history books! I was really pleased to hear that we had won the award for the best national newsletter for 2006 – may be next year it will be the Baftas!

It is nice to think that my efforts and those of my other half has paid dividends and the cheque for £250 was a nice little earner for the Group.

It will be nice to keep the silver platter as a memento of the occasion and it will look good if I mention it on my next C.V.

I know that Lesley did her best to get me to the Group meeting and sorry it didn't happen but although I have thanked Lesley personally for going to the trouble of getting the flowers, I would still like to say a special Thanks again to her in the newsletter – your efforts are sincerely appreciated and the flowers were truly beautiful.

With sincere thanks,

Tricia



Frank opens the prize envelope

Group Meetings

The Group monthly meeting continue to take place at the Salvation Army Church at the corner of Icehouse Road and Adelaide Street in Hull city centre every second Monday in the month.

For those of you who might like to attend the next meeting, the Group web site at www.iam.org.uk/groups/hull gives a MultiMap location.

In keeping with the Committee's desire to make the meetings as informal and interesting as possible the routine business is usually kept to a minimum and the rest of the evening given over to topical discussion and a guest speaker.

The committee is always looking for activities to make the meetings both interesting and informative so if you can contribute or have any suggestions, please contact our Meetings Coordinator.

The meetings are open to all; Members, Associates or just anyone who is interested in discovering how to improve their own driving skills so please invite a guest or two.

Vehicle Investigation Unit

Mike Waudby is a member of the Humberside Police Vehicle Investigation Unit and he came to talk about his work to the group at the September meeting.

The unit, which has been a civilian operation since 1988 is called in to carry out vehicle inspection in crashes where there has been a fatality or serious injury or where allegation of mechanical fault has been made. It must be said that of all the vehicles examined, less than ten percent exhibit contributory faults.

Mike's team are able to provide for court, a full statement of faults found but this must also be complemented with a description of how the faulty part should work and the implications of the likely failure of that part and perhaps the contribution it may or may not have had on the incident in question. They may also be required to appear in court to present this information.

Another role taken on is that of road-side vehicle checks where vehicles may be randomly stopped and inspected for faults. Documentation is also checked and failure to be correctly insured will result in the vehicle being confiscated.

The police may also call upon the unit's services if a suspected stolen vehicle has been recovered but all identifying marks removed.

By way of an illustration and sobering thought, Mike produced a tyre which had been removed from a vehicle involved in a fatal crash. The conditions prior to the incident in which the Escort crashed were good however the vehicle entered a skid on a slight bend and broadside, hit an oncoming vehicle. The driver of the Escort died in the crash.

Mike was called to the scene and got to work. One of the features noticed was the the rear nearside tyre was deflated and as the offside of the vehicle was the severely damaged side, it could possibly be suspicious. The tyre was removed and inspected. This was the tyre Mike brought in for the group to inspect - carefully.

Mike revealed the tyre had been repaired, correctly, at some time in the past. This was not a recent repair and so was not directly involved with the apparent deflation of the tyre which would have caused a driver to experience difficulty in controlling the vehicle, particularly in a bend.

However adjacent to the repair was a slight bulge in the rolling surface of the tyre causing the tread to have worn considerably in that one area. The wear was such that the steel wire bracing in the structure of the tyre was now exposed and would clearly affect the integrity of the tyre as a whole.

X ray photographs were taken and they revealed the problem to have originated in the area of the puncture repair. It seems that water had entered the structure of the tyre through the puncture hole before the repair

had been made. So this was likely a nail or some similar object which had been lodged in the tyre, probably for some time, the owner simply making up the lost pressure weekly until the pressure loss was too much for frequent top ups or he found the time to take the wheel in to be fixed properly.

The repair was done correctly and safely but the damage, undetectable through visual inspection, had already been done. The water which had entered through the puncture hole had started to corrode the steel bracing and once started, it would continue even after the repair was made.

The progressive weakening of the steel bracing would then allow the correct pressure within the tyre to bulge the weakest part of the tread causing rapid wear and exposure of the steel bracing before rapid depressurization in service.

The owner and driver of the Escort had bought the car used, was very careful with his maintenance, had the car serviced and had never had a puncture.

The repaired tyre had been done by the previous owner who would have thought he was doing the right thing by getting it repaired correctly.

Draw your own conclusions.

Alan

Newsletter Covers

You may have noticed despite the thanks expressed in the last edition extended to DeVries Honda for agreeing to provide the group newsletter with covers, the newsletter cover was not in fact supplied by DeVries as there had been, shall we say, some confusion in the DeVries camp due to changes of staff and possibly short memories.

However, the group would like to extend to DeVries Honda, thanks for the Spring edition cover which they did supply.

In the mean time, we will have to deal with the cover ourselves and I believe this newsletter will be in a colour version of the absolutely fantastic, artistic and meaningful design by yours truly used for the last edition.

I believe the subject of newsletter covers is up for discussion at the next committee meeting as the effort Robert puts in to negotiating sponsorship is probably disproportionate to its true value and I'm sure his efforts could either be saved or utilised more effectively doing other things in the group.

Again, if anyone feels they would like to provide a design for a cover or would just like to suggest a theme or motif, please feel free to suggest it as I believe we have a free hand in the design with the exception of the IAM roundel.

Alan

Cloth Cap Brigade

Lesley and Frank attended the IAM National Conference and recalled part of Christopher Bullock's speech in which he referred to the image of the Institute. Cloth caps and driving gloves (and what's wrong with driving gloves!? Or cloth caps for that matter !) are the image most members of the public have of IAM members and little has changed since this was in fact true in the Institutes formative years.

He recognised this and to improve the Institutes public image, is promoting a five year programme to remedy the situation. This would embrace change and would involve the IAM with other enthusiasts groups and whilst remaining committed to road safety, it should be seen as a more modern, less of a cloth cap organisation.



Christopher wants the IAM to be an influential body and this can only be realised through increased membership hence the latest initiatives like Drive Check and the Presidency of Nigel Mansell. (Oops! I'm sure I've seen Nigel Mansell in one of the above!)

A few years ago, I re-did the group web site and followed the fairly staid lines of the national site only to find the national site was jazzed up a few months later making my efforts look a bit boring - exactly the image Christopher wants to change.

I would be prepared to redo the site and am keen to get a feeling of our membership's opinions on the content and style which should be used, (unless anyone else wants to take it on?). So if you have any ideas or come across a site you think is particularly good, please let me know and it'll go in the pot for consideration.

Please do give it some thought. I'm prepared to put the time in over the winter months to prepare the site as best I can but I would like some suggestions for the style and some help with the type of content. I ain't doing it again on my own!

Alan