

Hull & East Riding Group of Advanced Motorists

www.iam.org.uk/hull

Group Number 4029

Registered Charity Number 1070176

Newsletter

NEWS | VIEWS | LAW | LETTERS



Spring & Summer 2009 (But Only Just!)

Where's That Then?



area so you can inspect the details if you are really that sad.

Good luck and if you like it I'll do it again and if you don't I'll still do it again!

Alan

Note to self: Re-trace all drives taken over the past month to find out where photo was taken.

I'm sure most Hull and East Riding readers will recognise the back cover photo as having been taken on Anlaby Road in Hull, facing east, just outside the Hull Royal Infirmary but has anyone got any idea where the front cover picture was taken?

There's a bottle of wine (or something else if you prefer) for the first correct answer I receive.

Enter by telephone, write, email, carrier pigeon or any other way you can dream up.

If you think it's too difficult, here's a clue; it's in the East Riding!

If it's too easy, tell me what date it was taken.

When I get the time - before September I promise - I'll put a high resolution picture on the group web site member's



From the Editor

Remember this?

This is called a Newsletter and you haven't seen one for a while. I apologise as that was entirely down to me. I won't bore you with the details but apart from total computer failure, for which I was fully prepared, or so I thought, we've had a few domestic problems to work through. Nothing too serious but time sapping none-the-less. I've tried to include as many bits and pieces from the past few months but I wouldn't be at all surprised if a few have gone astray. If you have submitted something for the newsletter and it's not included in this edition or before, please re-submit it as it's probably still drifting around somewhere in the ether.

I do feel rather sorry for associates who have recently been presented with certificates but who were not photographed for the newsletter. All the time and effort put in by yourselves and your observers deserves some permanent and public recognition. If you are one of those and would like to appear in the newsletter either let me or a committee member know at one of the meetings or telephone or email me and we'll arrange to get a photo somehow.

As you can see, the sponsored newsletter covers have come to an end for the time being at least. It's not surprising given the previous and current financial uncertainty that Robert, despite his usual never ending efforts, has not been able to 'persuade' any local organisations to support our group in this way so you'll have to make do with a home made concoction for this edition. It just shows how valuable a professionally prepared, glossy cover really is in presenting a publication like this. Still I'm sure things will turn around shortly and who knows we may yet return to sponsored covers.

Sincere thanks to our local Volvo agents, Riverside Motors, for kindly sponsoring the previous four newsletter covers. Perhaps if anyone is considering a new Volvo as their next purchase, rather than going for that final price reduction or foot-well mats thrown in, you could negotiate a sponsorship deal!

Alan

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

Friday 18th September.

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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Data Protection Act

Names, addresses and supplied information from members, associates and individuals requesting information, is kept on a computer held by the Membership Secretary, or assigned persons, for the sole purpose of Group related business. This information will not be made available to other organisations or individuals except when disclosure is required by law.

January 2009 Meeting

Ron Freeman, a name familiar to the longer serving members of the group, belongs to the speaker for the first meeting of 2009.



Ron was a member of the group some 25 years ago and did his penance as newsletter editor for a few years in the early 80's when charitable groups only had the use of spirit duplicators and hand cranked Banda machines for newsletter production. No driving for a couple of days after that then!

The title of Ron's talk was 'The Rule of the Road'. An intriguing title as there are many rules of the road but in most countries there is one which is so fundamental, as drivers, we barely give it a second thought except when we drive in other countries. The number one rule is whether we travel on the left or right of the carriageway.

For many years I thought the origin of 'driving' on the left came from the mounting of a horse which, as far as I know, is always approached from its left side hence that should be the 'safe' side away from oncoming riders. I was relieved when Ron mentioned that as one of his possible reasons for keeping left.

Evidence for the practise being established many years ago comes from a road way used to convey stone to build a Roman temple near what is now

Swindon – probably Swindinium then. (Not true – just a joke!) The wheel ruts worn into the track surface were much deeper on the left side than on the right. The logic being that as the stone-laden cart was travelling to the site the deeper ruts would occur on the side of the track used to travel into the site.

Other theories relate to accessibility of the main weapon of the day, the sword, which would be worn on the left hip for easy access by a right handed owner enabling him to more easily defend himself against an oncoming threat. Similarly, and one I have not heard before, that may also be the origin of men dressing with shirt openings closed left over right.

Additionally in 1300 AD Pope Boniface VII instructed pilgrims to keep to the left to reduce confusion as they visited Rome.

Just when things have settled down someone had to spoil it. Now, I've nothing against the French but this left handed military leader called Napoleon, who would of course wear his sword on the right and buttoned his tunic like a girlie decided to show his authority and instructed his armies to march on the right. Now whatever your French leanings, this Napoleon chappie was rather successful and occupied many European countries. These defeated countries then adopted the Napoleonic way of travelling on the right.

English law of 1756 required users of London Bridge to keep to the left (Napoleon never did make it over La Manche) and was adopted across the UK in 1773.

The very significant British Empire was also instrumental in travelling on the left and many Empire countries still do keep left. However, after the American War of Independence in the last quarter of the 18th century, the United States were keen to shake off the trappings of Empire and British influence so with a choice of one alternative decided to travel on the right.

Japan received technical assistance with railway development and so there was British influence there.

The last major influence was during the Nazi campaigns of the Second World War when invaded countries were compelled to comply with the German way. Interestingly, Jersey and Guernsey drove on the right during German occupation but, as you might expect, reverted back to the left when the Germans retreated.

Since then several countries have decided to swap over and have done so without the carnage which might be envisaged. The current tally is 75 countries drive on the left which corresponds to 33 percent of the world's population and 164 countries on the right with 66 percent of the population. The other one percent annihilated themselves as they couldn't make up their minds.

For such a seemingly simple subject, Ron's talk was remarkably interesting and filled in many details of the history of the left or right saga.

Fortunately no individual was embarrassed as his which-countries-drive-on-the-left-and-which-on-the-right quiz was answered communally. Apart

from the UK, America and Japan which I knew, all the other answers were 50 / 50 yet I still only managed to answer half a dozen correctly. Now you understand why I don't do the lottery.

Thanks to Ron for his educational and entertaining talk.

Alan

IAM National Car Conference

I am writing to invite you to the IAM National Car Conference, which will take place on Saturday 10th October 2009 at Warwick University, Rootes Social Building, Coventry, CV4 7AL.

The invitation this year is extended to two delegates one of whom should be a Group Committee member. This is due to the new interactive format of the conference and consequent limitation on numbers. One representative (Chairman or Secretary) from each Regional Liaison Forum can also attend with authorised delegate status but only if they are not qualified to attend as a representative of their own Group. If in any doubt please contact your Regional Co-ordinator.

Interactive Forum

We are using interactive technology for the first time at a car conference in order to get instant feedback to questions from delegates under a series of headings. This will enable us all to communicate during the conference and work together to get the most out of our time during the afternoon. This session will be facilitated by staff from Crystal Interactive and we hope that you will find it an exciting and innovative way to communicate.

Conference Location/Timing

We enclose road maps, showing where Warwick University is located Tel:- 024 7652 3222 please note that a dedicated car park will be notified with conference acknowledgement letter. Delegates are invited to assemble at 09:00am for a 10.15am start. Tea and coffee will be available. It is important to advise of any disability or infirmity at time of booking.

Expenses

All Groups are entitled to travelling expenses (some more distant Groups are entitled to travelling and accommodation expenses) for one Group delegate. Approved expenses will be reimbursed after the Conference to the first named delegate. Please note all delegates will be required to sign-in personally on arrival at the registration desk.

Luncheon

Lunch will be served in the Rootes Restaurant you will be free to dine anywhere of your choice within the restaurant. It is important to advise of any dietary requirements at the time of booking.

Accommodation

Groups entitled to payment for accommodation for their authorised delegate, will be notified on the conference booking form. IAM cheques will be issued after the conference, subject to personal registration with the Regional Co-ordinators. If accommodation is booked by Lyn Francis no allowance will be paid Groups will need to book their accommodation as soon as possible with Lyn Francis as accommodation may not be available if left too late. If alternative accommodation is to be claimed, receipts must be forwarded to Lyn Francis. Would group secretaries please ensure that all group attendees, selected by the committee, are given sight of the full information on the conference including entitlement to expenses.

Application for Delegate Places

Please indicate your desire to attend to Andrew Noble

The group booking form must be returned to London by Friday 4th September 2009 so if you would like to apply to attend please do not leave your decision until the last minute.

We very much hope that your Group will be represented.

Dave Shenton

Conference Chair

Corny Corner

I had cause to contact the local council about the state of a stretch of road I regularly use. The condition of the tarmac surface was so poor as I drove along it was actually quite difficult to avoid the ever expanding broken patches almost waking me up on occasions and occasionally causing me to drop my mobile phone or spill my beer. I explained that one particular damaged areas was so deep, and often full of water, an unsuspecting motorcyclist could easily be unseated if he ventured into it. They asked how large the hole was. I told them. They confirmed they would send someone out to look into it.

Anon

(I'm not taking responsibility for this one!)

Such a Tolerant Husband

A lady made an enquiry to the IAM asking for details of driver improvement courses for her husband. A subsequent application was made and her husband started on his course. Chatting to his observer it came to light that his wife had become troubled when travelling in the car following an unexpected and expensive excursion into a ditch. She decided that some driving improvement was called for. What she had failed to mention in her enquiry was that *she* was driving at the time!

Dave Allum

Confucius say...

When a man opens the door of his car for his wife, you can be sure of one thing: either the car is new or the wife is.

RHT

Old Datsuns Never Die

(Neither do their jokes!)

There was a man who owned a classic car, a Datsun 140Y. He had treated the car with every bit of love and care possible, had it serviced and maintained by the main dealer, first Datsun, then Nissan. The bodywork, the interior and the engine were as immaculate as the day they left the factory.

One day, the gearbox started to make a funny noise and he found he couldn't select certain gears so straight to the Nissan dealer who had serviced and maintained his car for so long.

The dealer diagnosed the fault, that a gear cog had worn out and needed replacement. The problem was that the part was no longer available in Britain so our man would have to fly to Japan to buy one direct from Nissan.

On arrival, the Japanese most courteously explained that he couldn't have one as these parts were only available in wholesale quantities of one thousand so the man had to buy a box of one thousand gear cogs.

Flying home over China, the aircraft developed engine trouble and the Captain asked passengers to jettison all un-necessary weight. Our man opened the box, removed one gear cog and the remainder were jettisoned.

Remember that the box was opened? As it fell to earth all the gear cogs fell from the box. There was, below the aircraft, a Chinese peasant working in the paddy fields. He looked up, saw these gear cogs falling around him and said "Oh No. It is raining Datsun Cogs"

Keith Lownsbrough

Takin' a Small Chance This May Offend ...

The following is a telephone exchange between a hotel guest and room-service, at a hotel in Asia, which was recorded and published in the Far East Economic Review:

Room Service (RS): 'Morrin. - Roon sirbees.'

Guest (G): 'Sorry, I thought I dialled room-service.'

RS: 'Rye..Roon sirbees..morrin! Jewish to oddor sunteen??'

G: 'Uh..yes..I'd like some bacon and eggs.'

RS: 'Ow July den?'

G: 'What??'

RS: 'Ow July den?...pryed, boyud, poochd?'

G: 'Oh, the eggs! How do I like them? Sorry, scrambled please.'

RS: 'Ow July dee baykem? Crease?'

G: 'Crisp will be fine.'

RS: 'Hokay. An Sahn toes?'

G: 'What?'

RS: 'An toes. July Sahn toes?'

G: 'I don't think so.'

RS: 'No? Judo wan sahn toes??'

G: 'I feel really bad about this, but I don't know what 'judo wan sahn toes' means.'

RS: 'Toes! toes!....Why jew don juan toes? Ow bow English moppin we bodder?'

G: 'English muffin!! I've got it! You were saying 'Toast.' Fine. Yes, an English muffin will be fine.'

RS: 'We bodder?'

G: 'No...just put the bodder on the side.'

RS: 'Wad! ?'

G: 'I mean butter...just put it on the side.'

RS: 'Copy?'

G: 'Excuse me?'

RS: 'Copy...tea...meel?'

G: 'Yes. Coffee, please, and that's all.'

RS: 'One Minnie. Scramah egg, crease baykem, Anglish moppin w bodder on sigh and copy....rye??'

G: 'Whatever you say.'

RS: 'Tenjewberrymuds.'

G: 'You're very welcome.'

RHT

P.S. You should see what my spell checker did with this lot! Alan

Who's Who in the Group

This page has been removed to prevent contact details from being automatically scanned.

Test Passes and Achievements

Hearty congratulations got to Edward Cotton, left, whose observer was Tom Smith, and to Brian Weldon, right, observer Mike Tomlinson, on successful completion of the IAM's Advanced Driving Test. Very honoured to have had their certificated presented by Peter Rodger, IAM Chief Examiner, they hold their certificates for the photo, kindly taken by Robert Thomson.



Bridge Congestion

A truck driver was motoring along on an 'A' road.

A sign comes into view that reads 'Low Bridge Ahead'.

Before he knows it, the bridge is right ahead of him & he gets stuck under the bridge. Vehicles are backed up for miles.

Before long a police car comes up.

The officer gets out of his car, walks to the truck driver, puts his hands on his hips & says 'Got stuck, huh?'

The truck driver says 'No. I was delivering this bridge & ran out of fuel'.

RHT

V.I.P. - Very Important Parts

Whether our preference is for petrol or diesel, electric or gas, two wheels or four we all use them and they are probably the single most important parts of a car or bike. They can be the difference between a safe, enjoyable journey and eternity with your maker and so often we fail to give them more than a passing thought or a passing kick! A bit like people, they work best under pressure. Too little and they're limp and achieve little. Too much and they flit around bouncing from one tentative grip on the world to another.

Most of us from time to time check them to ensure our hard working friends are experiencing just the right amount of pressure but, to be honest, that's as involved as most of us ever become until our friends reach the end of their natural lives and then we just complain because their replacements are so expensive.

Tyres are so important but generally, because they perform so reliably, few of us ever give them a second thought other than to check their pressures every couple of weeks, well at least if the weather's ok, until they eventually hit us where it hurts – in the pocket.

The law defines the acceptable condition of a tyre in use and, for the current driving test at least, most drivers know that the minimum permitted tread depth for a car is 1.6 mm. The more informed of us will know that that depth must exist over a minimum of 75% of the width of the tyre and around the whole of the circumference. The really interested ones amongst us will know that the bars which extend from the base of the tread are 1.6 mm high and are there to help us identify when a tyre is reaching the end of its working life.

Cuts in the tread which extend through to the cords of the tyre will end its legal life prematurely as will a puncture in the sidewall but what are the treads, cords and sidewall of a tyre? I'm sure most of us will have an idea but I thought a quick look at the function and anatomy of a tyre might be interesting. You can always skip to the next article if you disagree.

Why do we use tyres on our wheels?

- To provide grip so that we can travel without sliding over the road surface.
- To cut through a road surface water film to allow good contact with the surface beneath.
- To provide a conforming surface with which to deal with road surface imperfections.
- To provide some cushioning and to reduce shock to suspension components and the car's occupants.
- To reduce road noise.

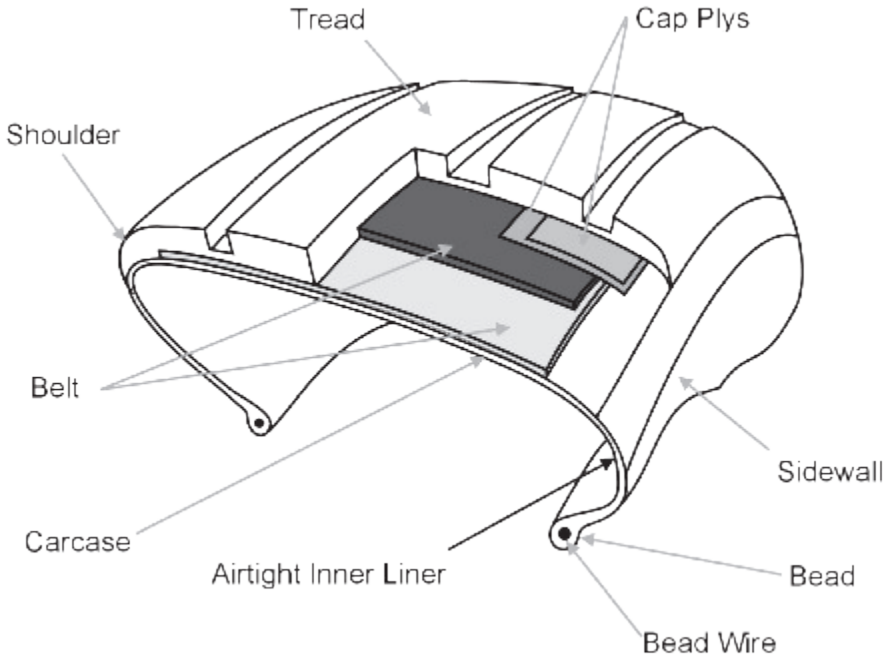
Over the years tyre design has developed but a typical modern radial tyre consists of the carcass which, in section, extends from a thickened bead where the tyre contacts the inner edge of the wheel, in a hoop to another bead at the outer edge of the wheel.

Mounted centrally on the carcass is the belt which provides several layers of cords over which is the tread: the part that rolls in contact with the road surface and into which grooves are usually moulded. The sidewall is essentially the part of the carcass at each side of the tyre between the bead and the tread. Where the sidewalls and tread meet is a thickened junction called the shoulder: one shoulder at each side of the tread. Inside the carcass is another lining which retains the air in the tyre once it has been fitted to a wheel.

Let's look at each part starting with the carcass which usually forms the biggest part of a tyre. This has to withstand all the flexing experienced by the tyre as it rolls over the road surface. It also supports the weight of the vehicle helped by air, under pressure, which it also has to retain. Where it forms the sidewall, it is the thinnest and most flexible part of the tyre and can quite easily be damaged by rolling contact with a hard surface like touching the kerb so treat it with a lot of respect as damage may not always be visible from the outside.

The bead is formed where the carcass meets the wheel rim and consists of a bead wire which runs around the circumference of the tyre embedded within the bead. Its main functions are to provide an anchor for the cords of the carcass and to retain the tyre on the rim of the wheel. It also provides an airtight seal with the wheel rim helped by its rubber coating.

Just an aside but one point I think worth mentioning is that of fitting a tyre to a wheel rim. As a kid, for years I struggled to repair punctures on my bike



because I couldn't get the tyre on or off the rim easily or safely for that matter! What I had never been told and, being a simple sort had never twigged, was that the purpose of the groove running centrally around the circumference of the rim is to take the bead opposite the point at which the bead finally pops onto the rim. The bead, even on a cycle tyre, is wire and will not stretch. The groove allows the bead to nestle to a diameter smaller than the rim diameter so creating some 'spare' bead opposite which can then simply be popped over the rim. When the tyre, or inner tube in the case of my bike, is inflated the bead takes up its designed position on the rim and secures the tyre perfectly. Some cyclists cheat now and for some specialist applications glue their tubeless tyres to the rim. What is the world coming to? Back to the plot.

The air we pump into our tyres fills the space created between the carcass and the wheel rim itself. The air is pumped in under pressure and it is this we check when we measure tyre pressure. The purpose of the air is to provide a cushion between the wheel and the road surface and, because air is compressible, to act as a spring and shock absorber. In the same way as a toy balloon can be squeezed and its shape changed so can a tyre - it's just that a tyre is naturally stiffer and uses much higher pressure air but the principle is the same. To keep the 'springiness' of a tyre consistent, it is important to keep the tyre pressure consistent. As a tyre works, it naturally heats up and this causes the pressure of the air in the tyre to increase. This is allowed for by vehicle designers and tyre manufacturers but is also why you should always check a tyre's pressure when it has not been used for a few hours and has been out of the sunshine otherwise you will get a high false reading. Remember Boyle's Law from school? ($P_1 \times V_1 / T_1 = P_2 \times V_2 / T_2$.) Now you know why you learned it – not that you really care.

Another aside. Have you ever wondered just how much tyre actually touches the tarmac? No, then skip to the next paragraph. The calculation is simple, at least in imperial units so that's what I'll use. The air inside a tyre is typically at 32 psi or pounds per square inch and a typical car weighs about 2000 pounds so to support that weight simply divide the weight by the pressure to discover how many square inches of tyre are holding up your car. 2000 divide 32 is 62.5 square inches of tread contact holding up your car. Four typical tyres of 165mm (6.5 inches) width would produce a 'flat' at the point of contact, 62.5 square inches divide by 4 tyres divide by 6.5 inches width equals 2.4 inches long. If you over-inflate your tyres, use say 40 psi instead of 32, this area will decrease, reducing gripping area. If you under-inflate your tyres this area will increase, adding to the gripping area BUT the sidewall must accommodate the flat produced at the point of contact and this causes additional not-designed-in deflections which causes overheating of and potential damage to the tyre. It also prevents the belt behaving as it was designed to resulting in very uneven load-bearing capacity across the full width of the tread. Again, back to the plot.

The construction of the carcass is not substantial enough to handle the rigours of contact with the road surface. It is too flexible and would wear through

very quickly so centrally, around its circumference is a beefed up area called the belt. This consists of several additional layers of cord which provide a thickened area and which also stiffens the part of the tyre in contact with the road. This decreases the likelihood of road debris passing through the tyre and also provides a resilient but conforming base for the tread.

The tread is all rubber and sits over the belt as a band around the tyre. Apart from some racing tyres, known as slicks, the tread has various grooves moulded into it. The technology of groove design is well advanced and certain tread patterns suit certain circumstances better than others but they all provide blocks or ridges which in turn create edges which help the tyre grip the road surface. Tread grooves also help displace water from a wet road surface to improve grip.

The formulation of the rubber is important as a very soft, sticky rubber would tend to increase grip but would produce poor wear life whereas a hard compound would extend tyre life at the cost of grip. Again soft racing tyres grip very well but have a life of only one or two races, a couple of hundred miles and no real use for the average vehicle user.

Overall, tyres perform extremely well, almost too well, in that we give them less attention than they deserve yet they still fail very infrequently. It is worth remembering that the consequences of a significant tyre failure can be horrendous. Remember the talk we had by an accident investigator who revealed an internally damaged tyre caused a driver to lose control of his car on an undemanding bend resulting in his death? If you do cause any unusual stress to a tyre, get it checked out even if you can't see any damage from the outside. The few pounds cost of having the tyre removed, inspected by an expert and refitted, may just save your life.

Thanks to Kumho Tyres UK web site which I consulted to clarify some points of terminology.

Alan

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.

Photo Licence Reminder

Stuart Tunstall sent me an email referring to an article he had read about photo driving licences.

The previous generation of car licences expired on the driver's 70th birthday thereafter it would need to be renewed periodically. Most drivers knew that but many do not know that the photo licence has to be renewed every 10 years.

As the photo licence was introduced in 1998, many of the early recipients of these licences should by now have renewed at a cost of £17.50 however many have not and, as a result, leave themselves open to a fine of up to £1000 if they continue to drive after the licence expiry date.

The DVLA report about 25% of licences issued have not been renewed. In the original article, by Allan Harten, he suggested that some of these drivers may have given up driving, left the country, moved home or died but the likelihood is that many drivers simply aren't aware of the need to renew after 10 years. Although the DVLA send out reminders he speculated that many may have been thrown away as junk mail leaving the holder unaware of the need to renew.

Alan

The 'Ayes' Have It

A policeman stopped a motorist for driving erratically.

He peered intently into the driver's eyes and said,

'Your eyes look bloodshot, have you been drinking?'

The guy peers into the policeman's eyes and says,

'Your eyes look glazed, have you been eating donuts?'

RHT

Group Meetings

Group meetings take place normally the second Monday in the month at the Church Hall on Icehouse Road in Hull city centre. Entry is from the car park.

For those of you who might like to attend the next meeting, the Group web site at www.sentinel38.karoo.net/iam 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 meetings are open to all; Members, Associates, guests or just anyone who is interested in discovering how to improve their own driving skills and so contribute to road safety.

I recently received this email from Keith Lownsbrough

To Cruise or Not to Cruise

I was travelling on empty motorways and wondering about the economies of cruise, which prompted me to write this submission for the newsletter

I could be talking here about the young lads who meet up to 'cruise', showing off their pride and joy cars. These machines are highly polished, modified with loud exhausts, fancy decals, wide wheels and multi million decibel sound systems. These add-ons are all carefully designed to attract the attention of the nearest Police Officer. But no, I was wondering about cruise control. It is a very useful driver aid increasing comfort when on the road but is it an economy aid as well?

This occurred to me over the Christmas break when I was driving back from the family. Is it really more economical? There is no doubt that the computer shows good economy on cruise but is that due to the fact it is constant speed motorway driving or the cruise? Obviously there are so many factors affecting economy; tyre pressure, road type, wind and weather conditions, other drivers which affect the speed I can do and so on. This makes it a waste of time for me to reset the computer and measure economy on a journey on cruise and do the same another time not using cruise. The theory is that the computer is more economical than the driver but is that the end of the story?

Top Gear challenged Jeremy Clarkson to drive from London to Edinburgh and back on one tank of fuel in an Audi A8. He noted that the car was actually more economical when cruise was off than when it was on. Why? Well, for example, I've noticed that when I approach the Ouse Bridge on the M62 as we start to go up the car speed slows so the cruise control immediately kicks in and tries to accelerate. A driver on an economy run would NEVER do that. Indeed they would aim to very gradually loose speed going up hill and speed up going down hill using gravity to help the vehicle regain lost inertia for maximum economy.

However, cruise is very useful in that a constant speed can be maintained. We all know that increasing and decreasing speed is wasteful of those precious drops of fuel. Using Cruise avoids those random movements of your foot on the accelerator, either when you go over a bump or your leg is a bit stiff. It is also useful on an open road with speed cameras as it lessens the chance of a mistaken 'creep' over the limit. I use mine when the road conditions allow as a driver aid but after considerable Googling, I still don't know if cruise control is more economical than me.

Keith Lownsbrough

Thanks for that Keith. I know there are some serious advocate of cruise control in the Group and I'm sure your article will provoke some responses!

I personally don't have a cruise control fitted to my car but recently had the use of a Mercedes hire car (while mine was being repaired after a car park incident) which did have it fitted. I was like a young boy at puberty who had just found something new to play with. I just couldn't leave it alone. I discovered it was able to maintain speed much better than I could - of course - but it also 'persuaded' me to approach a moving hazard more closely than I would normally have done before disengaging (again like a young male); a possible disadvantage but one of which at least I was aware.

Alan

Additional Membership Benefit – Garmin

For those who have not met me yet my name is Paul Wozzley and I have recently joined the IAM as Membership Development Manager responsible for acquiring and retaining members as well as enhancing our member benefit programme.

Garmin have just provided us with very attractive new discounts on four of their most popular units. These prices will be valid through until Christmas and will be revised in the event that Garmin alter their own pricing in that time.

Take a look at the models and offer details by visiting www.garmin.com/iam (you will need to create a simple Garmin account first if you have not already done so).

Model	RRP	IAM price	Saving
Nuvi 1210	£159.99	£99.99	£60 (37%)
<small>(portable, slim, Bluetooth, safety cameras, AA City Xplorer, UK and Ireland maps)</small>			
Nuvi 1240	£159.99	£109.99	£50 (31%)
<small>(enhanced version of the 1210 with European maps)</small>			
Nuvi 1340	£189.99	£129.99	£60 (31%)
<small>(4.3 inch widescreen, lane assist, optional AA maps and xplorer, Ecoroutes, UK maps)</small>			
Nuvi 13	£259.99	£189.99	£70 (27%)
<small>(enhanced version of the 1340 with Bluetooth, European maps and Euro traffic alerts and junction view)</small>			

Please note that the Garmin site has an error on the 1210 details and link. This will be corrected as soon as they can but may still be visible when you visit the site.

Any feedback, comments or experiences regarding this offer are always welcomed to enable me to continually improve the member benefits.

Paul.wozzley@iam.org.uk

Standing Down as Chair

I am writing to tell you that, with regret, I am standing down as chair of the IAM.

I have just been appointed as chair of the UK Anti-Doping Authority which deals with doping in sport. I have been involved with this work for the last four years and am looking forward to chairing and helping set up a brand new organisation. Unfortunately, the time commitment of this new post means that I will not be able to devote as much time to the IAM as I would like and which the organisation still needs.

I am pleased to tell you that Alistair Cheyne will be taking over as chair.

I have been a Council member for seven years and chair for the last two. I think it is fair to describe the last two years as a bit of a roller coaster ride! The IAM has changed, and is changing, radically under the leadership of the two managing directors and with the full backing of very involved trustees. It is much better placed to weather the recession and is ready to capitalise on the upturn when it happens.

During my two years as chair, I have been fortunate to work with very talented people and to meet dedicated members in my group visits. I have received tremendous support and informed comment from all parts of the IAM. The involvement of so many people has made being chair rewarding and fun.

Thank you for your support.

David R. Kenworthy

I thought it was the entrance to a car wash



Should We Go That Extra Mile?

Most non-advanced drivers are purely reactive drivers. When a problem arises, they deal with it. If a car pulls out into their path they brake to avoid a potential collision. Much of advanced driving is about dealing with developing situations before they turn into a threat which then demands this reactive approach. Indeed, as advanced drivers we try to go one better and predict or anticipate events and hazards for which there is no hard evidence – but which could be present. (What can't be seen and what might reasonably be expected to happen.) We all passed our advanced test by demonstrating to, initially our observer then the examiner at least a basic understanding of this very important technique.

The IAM's observers are primarily expected to pass on these pearls, and others, as part of their duties as observers. These other pearls may relate to physical techniques like positioning for bends or choice of lane but very little is expected to be passed on about the actual *mechanics* of driving. Considering the role of the IAM in society as a flagship organisation for road safety improvement through driver education this is not wholly unexpected but could we, should we, spice it all up a bit by including snippets on driving mechanics and techniques?

Don't misunderstand me. I'm not suggesting we should polish up our donuts or improve our J turn technique but the sort of things explained briefly in *Roadcraft* and *How to Become an Advanced Driver*. Because we have mostly used these two books as our bibles during our own driver development it is likely we would have to, ourselves, learn some 'new' techniques from some additional sources. That may be the price we would have to pay to make the experience of becoming an advanced driver a rather more rounded experience and possibly more attractive to younger, particularly male, drivers. If they were to be taught how to get round a bend quicker most males would show an interest for the sheer desire to do just that but that would, of course, come at the same time as how to 'read' the bend correctly and negotiate it safely but efficiently. I would like to believe that we would then produce drivers with traditional, high IAM qualities but with the additional, desirable ability to negotiate a bend quickly and effectively in complete safety.

I use going round a bend as an example because it's something we all do quite a lot of the time while driving and it's something I actually quite enjoy doing. Not necessarily pushing things to the limit but, when conditions are good and it's safe, I enjoy making the most of accelerating progressively but firmly away through the exit of a bend as it opens up, feeling the way the car behaves as it settles on the suspension as I sympathetically straighten the steering as the speed increases. It's actually fun to drive *with* the car and allow it to express itself whilst I remain in full control. I don't think this ability or the desire to have a bit of fun makes me any less of an advanced driver or

a reckless one: I personally think it makes me a better one. A younger advanced driver isn't any less of an advanced driver just because he likes to use acceleration with enthusiasm. Providing he adheres to the fundamental principles of advanced driving he cannot be any less safe than the rest of us.

I recall an article prepared by Ivor for this newsletter, some time ago now, when he put the essentially medical case for young males not being mentally fully developed in the area of danger awareness. This is, perhaps, the reason for young male drivers having big right feet and to seemingly take excessive risks and so often being involved in serious or fatal crashes in which speed seems to have figured. There isn't anything we can do to change that medical situation, that would be up to the government to consider revising the age at which driving could be started but, as the IAM, we could arm these young drivers with the best techniques to use to handle the dynamics and mechanics of driving – something which, as far as I know, is not taught by any non-specialised driving schools. At the same time it gives us another carrot to dangle, particularly to younger drivers and it may help in dispelling the cloth cap image we still have if it could be seen that becoming an advanced driver can also do something for your sense of adventure and fun.

This is clearly an emotive issue and I'm sure should promote some thoughts. Please do let me know what you think. I would love to publish your replies in the next newsletter.

Alan

A Roundabout Way of Improving Safety?

On reading that it is proposed to spend £12m on upgrading six roundabouts and one mile of road on the A164 between the Humber Bridge and Beverley, I wondered what the upgrading of the roundabouts will consist of? At least four are planted with bushes etc that stop drivers, until the last minute, seeing other traffic entering the roundabout. I remember, many years ago, asking a road safety officer why this vegetation was planted as it stopped drivers planning their safe passage through roundabouts. He replied it was to make drivers slow down more as the average driver does not have the skill or ability, of an advanced driver, to merge in with other traffic, at a reasonable but safe speed. I personally have never agreed with this view and consider traffic moves safer and smoother on a 'clear view' roundabout than on ones with a restricted view. The same applies on intersections on dual carriageways – such as Willerby Road or Anlaby High Road - where, to cross the centre, you often have to creep forward to get a clear view to your left.

What are other member's views on this subject?

Ivor Nicholson

IAM Report on Yorkshire & Humber Roads

I was rather disappointed when I read on the BBC's website a short article reporting the IAM to have commented on our region as having the worst crash rate in the country.

Take a look at <http://news.bbc.co.uk/go/em/fr/-/1/hi/england/8108599.stm>

I often comment that while Brake and other road safety charities are quite vociferous when given access to the media, the IAM is less so. In many respects I wish the rather more realistic and moderate views of the IAM were better publicised over the more extreme and less practical demands made by Brake but when I do find an IAM report relating to a local issue, disappointingly, it is really quite damning of the road safety record for our area.

The report stated the area invests significantly less on roads and road safety than other nearby areas of the country.

Initially, I felt disheartened as I read the report as I almost felt like our group's efforts towards road safety were all in vain but the point really being made was that the playing field of road and road safety budgets is far from level across the country.

As a group, we should carry on in the face of adversity and at least do our bit. However it would have been nice if the report had perhaps made reference to the IAM's existing efforts in driver improvement and education in which we, as a local group, play an important part.

We cannot change the budgets allocated to road safety but we are doing what we can to improve things in other ways.

Alan

No, Bless You Vicar!

A man driving one car and a vicar driving another car crashed into each other. Both cars were badly damaged but fortunately the man and the vicar were unhurt. The vicar was very shaken and upset, the other man was reasonably calm.

'Here,' said the man who was luckily returning home from the shops. He opened the boot, looked through the shopping bags and offered the vicar a bottle of whisky. 'Have a drink to calm your nerves.'

'Bless you. There is obviously more than a bit of Christian goodness in you,' said the vicar, as he took a deep drink of whisky. The man asked the vicar to take another drink, just to help calm his nerves further, you understand.

The vicar took a second deep drink and offered the man the bottle. 'Won't you join me to help your nerves as well?' asked the vicar.

'No', smiled the man. 'I'll just wait here until the Police arrive'

Keith Lownsbrough

Geoff Entertains the February Meeting

Geoff Beecroft spoke at the February group meeting to provoke memories in our older members and wonder and amazement in our younger members at the antics of motoring 50 years ago.

Geoff recalled the often first venture into motorised transport for the progressive few, was the power pack attached to a pedal cycle. This 49cc unit clamped to the cycle frame in such a way that its output drive wheel pressed onto the tread of the cycle wheel and so powered it through friction. Geoff experienced this device first hand when he fitted one to his tandem and recalled a journey to Wolverhampton at 25 mph.

(I vaguely recall those devices but I can't remember how they disengaged as the cycle came to a stop.)

His next motorised adventure came in the form of a motorbike and sidecar which he purchased from Market Weighton. His first experience of riding with a sidecar came when he went to collect his purchase. Now I can't speak from personal experience but conventionally a motorcyclist steers by leaning the machine into the bend and it obediently it follows the curve. There is little if any movement of the handlebars and hence the front wheel however with a sidecar attached leaning into the bend is no longer possible and the combination has to be steered more like a car and the handlebar and hence front wheel have to be turned to follow the curve. This is totally against all your body and mind as a motorcyclist tell you to do but never-the-less that's what you need to do. The trip from Market Weighton would have been memorable to say the least.

Geoff recalled the time when he learned all about the high tension electricity used to produce the spark at a spark plug. Normally the electricity flows from, I presume in those days, a magneto along the spark plug lead and through a connector to the spark plug gap inside the cylinder where the spark produced across the gap ignited the air and fuel mixture inside the cylinder to make it work. On this occasion as he crossed North Bridge the high tension electricity destined for the spark plug decided to make a bid for freedom and thought Geoff's leg was a possible course to take. It did escape through his leg and, oddly enough, Geoff remembers the 20,000 volts to this very day.

The same motorcycle and sidecar combination proved rather underpowered on hills. The solution was to jump off and run along side: not a problem for Geoff with his long legs!

His first car was a Ford 10 Delux – without too much deluxe. One day after ascending a fairly steep hill near Grassington he stopped at the top to hear the wind whistling through the telegraph wires and the bubbling of water. A stream at the top of a hill? No, it was the car radiator boiling after the arduous ascent. In those days, of course, pressurised and pumped cooling systems were yet to be adopted and the Ford was equipped with a thermo siphon which relied on heated water rising through the engine and descend-

ing as it cooled in the tall radiator to provide a circulation of cooling fluid. In the same area and again during a steep ascent the radiator cap blew off and the ever resourceful Geoff refilled the system from a nearby stream.

The car, capable of and tested to 67 mph was fitted with vacuum wind-screen wipers which were driven from the reduced pressure which exists in the inlet manifold until the vacuum falls when the throttle pedal is pressed further. The effect on the wipers is such that they all but stop when the engine has to work a bit harder; slightly worrying at full throttle and approaching 67 mph in the rain.

We take efficient brakes for granted these days but the Ford was fitted with rod brakes without any effective balancing between the wheels. This meant they were always in need of some adjustment or other and rather inefficient. Geoff recalled one time intending to make a left turn at the bottom of Blue Bank only to have a quick change of mind as the car careered past the turning.

In the good old days some maintenance could be carried out from the inside of the car by, as Geoff put it, removing some of the floorboards. Part way through some maintenance he had need to use the car so rather than re-fit the floorboards he donned his cycle clips and went on his way.

The car was finally sold for scrap for a fiver after suffering dynamo failure.

In his time with the TA's Geoff explained how a 50 strong REME convoy came across an upturned truck. The unfortunate driver was trapped. Bringing up the rear of the convoy and some time away was a heavy lift truck. Geoff and his men waited for the truck in an attempt to help out. In the event the man was freed before the truck arrived but the whole escapade delayed the convoy and they finally got to their beds very late. A 4.00 am hospital lift the next morning meant they had had very little sleep and Geoff remembered almost falling asleep at the wheel. Fatigue was a problem then and remains a problem now it seems.

A sad story had a happy ending when a poor old rabbit was hit by his car. The rabbit lay in the road giving the odd kick but it appeared the only place it was going was to the great warren in the sky. As Geoff was about to despatch the rabbit a second car pulled up and the driver got out. When he saw the rabbit he announced that he was a vet and could help. The vet went to his car and retrieved a large syringe filled with a liquid which he administered to the rabbit. After a few moments the rabbit got up and ran off fit and well. Geoff amazed at what he had seen asked the vet what he had given the rabbit. The vet replied, "Well, actually it wasn't a rabbit it was a hare and I just gave it a dose of hair restorer!"

How many times have I heard that one and I still fell for it? From the laughter in the audience, I think most others did as well!

Thanks to Geoff for an entertaining evening: if rather fore-shortened due to other business.

Alan

President's Chat

By the time you read this newsletter our AGM will have been held and those who were there will have heard me say that this year could be a difficult one to recruit new associates as in the present economical climate paying to improve your driving will not be at the top of most driver's list. Particularly with this in mind, the Group is aiming to extend our promotion by having a stand at some local shows. To help look professional, we have purchased, at a special price through the IAM, a gazebo to use as a display unit and will be looking for volunteers from our members to man the stand. Will you be able to spare a couple of hours to help?

Breaking the speed limit is always a topic being discussed amongst motorists and many mature drivers think it only applies to younger drivers. This may be true when it comes to high speeds but what about creeping a few miles per hour over the lower speed limits? The other week I was given a lift, of about five miles, by a retired lady driver in a Micra. The route was on 30mph and 40mph roads and although there was no need to hurry she drove at up to 35 mph in the 30 zone and up to 45 mph in the 40 one. I am still wondering why she broke the law and risked getting points on her licence.

Will the IAM have a role to play when cars will almost drive themselves? At our Group's 40th Anniversary Dinner, three years ago, I spoke about the way cars were developing with active cruise control etc. but did not think, only three years later, you would be able to purchase a car that could drive itself on a motorway – which you can. This is achieved by having a cruise control that keeps you a safe distance from the vehicle in front and having cameras that sense if you are drifting out of the lane and automatically correcting if you do. In fact it does not really drive itself as it cannot cope with overtaking.

Active cruise control is a positive aid for the driver who never looks further ahead than one car but will never replace looking well ahead and making driving plans as we teach associates on our guidance runs. I feel we should have a role to fulfil for many years to come.

I am not against systems which help make driving safer. One such system, although it has been with us for many years in a basic form, is now available in a more sophisticated form - namely four wheel steering. It operates by turning the rear wheels by up to 3.5 degrees. Below about 35 mph the wheels move in the opposite way to the front ones which significantly helps with manoeuvring and gives a tighter turning circle. Above this speed the rear wheels turn in the same direction as the front ones and road tests indicate a noticeable change in cornering ability. As crashes caused by drivers misjudging bends are common anything which cuts down the risks has to be good. Other modern electronic aids such as ESP also help in these situations.

I hope you enjoy reading genuine quotes from motoring insurance claim forms as I intend finishing each of my 'President's Chat' with a quote. This issue's is:

"Going to work at 7am this morning I drove out of my drive straight into a bus. The bus was five minutes early."

Ivor Nicholson

AGM - 9th March 2009

This year has, I believe, been another good year for the Group. As some of you will recall, last year we decided to sanitise our member's database by removing all those who had not paid their subs by 31st May. Our membership now stands at approximately 100 and around about a third of you regularly attend our monthly meetings. As usual these have covered a variety of topics and in the main have been very informative and interesting. The alert amongst you will have noticed that the meetings are increasingly becoming 'high tech' and, I think, more professional with the greater use of modern gadgetry. All of this requires a great deal of time and effort and for this and his arrangement of the meetings and provision of speakers our thanks go to Robert.

It has also been a good year for associates who have 'passed the test'. This year so far we have had 29 associates who have achieved full member status. As you will know, getting associates to test standard takes a lot of time and effort and here I must thank Angie for her splendid organisation and all Senior Observers and Observers for giving of their time so unstintingly.

Of course to ensure the Group runs as smoothly as possible a great deal of administrative effort is required. Members have to be enrolled, databases have to be compiled and updated and numerous bits of paper must be pushed around, both internally within the Group and to HQ. In addition, we must be kept on the financial straight and narrow. Often this work is unsung and so it is right that Andrew our Secretary, Beryl, the Treasurer and all Committee members should receive our thanks for beavering away in the background and ensuring we remain a well organised unit.

I like to think that when new associates and guests come to one of our meetings for the first time that they receive a warm welcome. This I know does happen but not by chance. Bill Cundill and Joe Cross are on hand to put the 'first timers' at ease and help them get their bearings and thanks go to Bill and Joe for their efforts. And talking of a warm welcome I must pass on thanks to Geoff for organising the teas and coffees at, quite frankly, a knock-down price. These things all help to ensure that our meetings are as comfortable and informal as possible.

Publicity as we all know is vital to the survival of not only the Group but also of the IAM as a whole. Our Group newsletter plays a pivotal role in ensuring that the general public has an awareness of the existence of the Hull and ER group. We are fortunate, I believe, in producing year in and year out an excellent newsletter and for that Alan Clark must take the plaudits. In addition Alan has another string to his bow in that he is our webmaster, which is I think the technical name for the man who runs and maintains our website. In these times the website is becoming more and more important as a means of communications, especially among the younger folk and we average about 50 hits per month on our website, and about 80 hits per month on the

Beehive site, which is part of a much larger community site with more exposure to casual browsers. The website is often the first point of contact with the Group and Alan ensures that these visitors leave with a favourable impression. Again thank you Alan.

One other person I must thank on your behalf is our President, Ivor Nicholson. Ivor does a tremendous amount for the Group and is always willing to share his experience and knowledge with anyone and his obvious enthusiasm for the IAM and its aims and objectives greatly assist in the ongoing success of the Group.

Finally I must thank you, the members. For without your encouragement this job would be a lot less fun. I am sure that with your continued support, the forthcoming year will be another success.

Thank You.

Neil Scruton, Chairman

The Harry Bell Trophy is awarded by the Award's Committee which consists of the President and the Vice Presidents. This year's recipient, although not a Group Committee member, is always active behind the scenes.

A Senior Observer who takes this role very seriously, he is always one of the first Seniors to come up with new ideas, for example when looking at the format of the new Associate Driving Report. I know that he has over many years been enthusiastic about publicising the IAM amongst his friends down south, which has resulted in many of them becoming associate members of their local groups. In addition he is one of our band of loyal members who are regular attendants at monthly meetings. In short he is an excellent ambassador for the Group and the Institute of Advanced motorists. The trophy this year goes to John Pearce.



Our AGM Guests

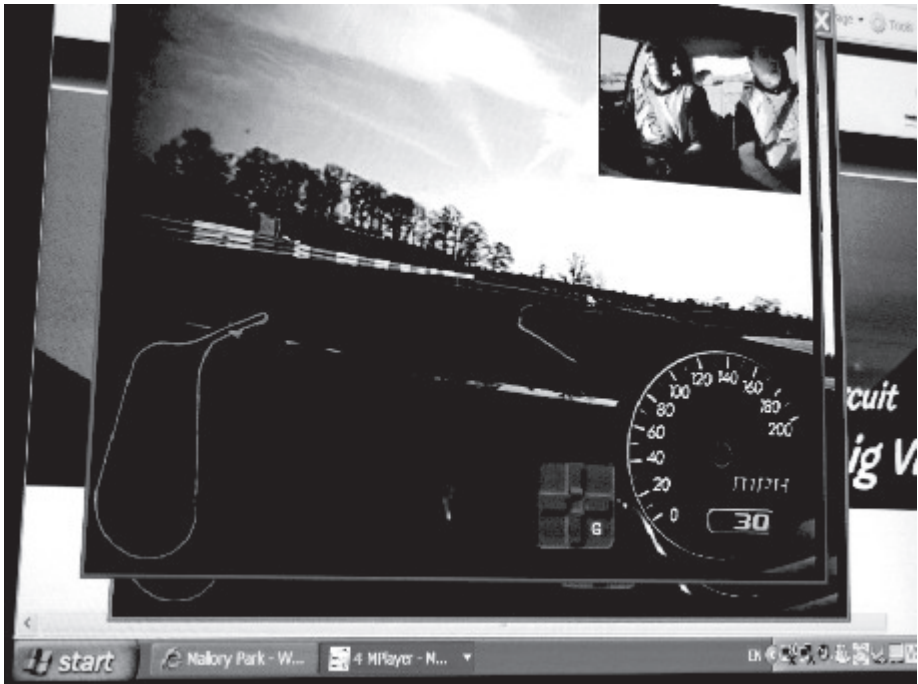
The group was pleased to receive positive replies to its AGM invitation to David Stringer and Dave Shenton.

In a presentation aimed at bringing the membership up-to-date with the current state and future plans for the IAM they indicated a decline in membership nationally, from a peak of 135,000 to the present figure nearer 110,000 needs to be addressed. However despite the concerns regarding the increase in price of the Skill for Life programme, indications are that the increase has not caused a sudden decrease in the number of Skill for Life programmes sold but, if anything, an increase with sales up by 500 per year from a typical 9000 bucking the decline which has been seen since July 2005.

However it was also noted that the IAM itself needs to improve both in terms of the level of skill of its army of observers and also in the paperwork applicants are required to complete and the process of initial contact. It was also acknowledged that the IAM need to involve their members in motor related activities.

Two significant initiatives have already been put in place to address some of the Institutes shortcomings.

The creation of Regional Training Teams responsible for ensuring a standardized high skill level is achieved and maintained across the country



for all observers is already well underway and our group has already been involved with our regional team.

The introduction of Member's Days held at safe off-the-road venues has also been introduced. The intention of these days is to allow a member to develop their skills by pushing their and their vehicle's envelope slightly beyond that which could safely be undertaken on public roads. This is primarily intended to produce even safer drivers by allowing, for example, cornering techniques to be investigated by the member under guidance of an experienced instructor while having a bit of fun in total safety.

Some high-tech features such as anti-lock braking systems can also be experienced safely.

The addition of some recording equipment to the member's vehicle adds to the day and provides feedback and allows comparisons to be made between runs.

The cost of such a day is likely to be in the order of £120 at a 'local' motor sport centre and is intended to be available to all IAM full members.

Alan

Sign Overload

A Newsletter submission which occurred to me after seeing a near miss as cars weaved their way past a hole and warning signs in Newbald.

Apologies for the grainy picture quality. During daylight hours I am at work, so this was taken at about 7-15 on a February morning with two dogs straining at the lead. This is a photo of a hole in Galegate, Newbald. You can see the hole on the right hand side of the road.

Galegate is a narrow road, just wide enough for two cars to pass. There are numerous hazards needing attention including a side road, garage entrances, parked cars and pedestrians with two dogs straining at the lead. Whereas some drivers go as if all the Hounds in Hades were chasing them I would expect any Advanced Driver to pass at no more than 20 mph.

For some reason best known to themselves, some workmen decided to dig the hole in the road. They carefully erected high visibility fluorescent barriers round the hole. While it is obviously a good idea to put an advanced warning sign to alert drivers is four signs in under 25 yards necessary or overkill? All these signs were placed in the road and being on my dog's regular morning walkies route, I've seen a few near misses as drivers swerve round both the hazards AND hazard warning signs.

Firstly, there is the 'Roadworks' sign. Fair enough, alert drivers in advance of roadworks. But this sign is partly hiding the 'Road narrows on right' sign. GADZOOKS! I never realised that the barriers on the right meant the road would be narrower.

Next is the sign indicating that I have priority over oncoming traffic. Well, well, well. Didn't we all know that if the hazard is on the other side of the

road, I have priority? Although Advanced Drivers always allow for the fact that the on coming car may not know this fact, even with corresponding priority sign on the other side of the hole. Also of course with the parked car just past the hole, sense and circumstances may very well direct me to wait for an on coming car.

Finally, there is the sign on the barriers saying 'Pass on the left'. NO, I've got a better idea, why not squeeze a six foot wide car through the three foot gap between the barriers and the low fence posts on the right. So much better idea!

Sign overload is a recognised problem. In some trials all signs, white lines, even curb stones have been removed forcing motorists and pedestrians to share the same space and lower speeds, accident numbers and injury rates have resulted. However, this time, we had sign overload resulting in me being so busy looking at the signs, I drove into the hole.....ARRGGGHHH!!!!!!

Keith Lownsbrough



