



# Hull & East Riding Group Of Advanced Motorists Summer 2006

NEWSLETTER

*Skill with responsibility*

Affiliated to the Institute of Advanced Motorists  
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## From the Editor

You know what they say about a new broom? Well, I'm not quite a new broom. I'm more like the last car I bought. What did the salesman say? "It's seen better days but there might be a few miles left in the old gal yet!" Rather like that old pair of walking boots you have - fairly comfortable, a bit worn out but they still do the job.

As you probably read in the last edition, Tricia has given up the Newsletter and on you lot, mainly 'cos of the seeming lack of interest and few contributions received but she also needs to spend more time following her professional education. I know it's really not proper coming from me but I would like to thank her for the effort she had put in to producing the Newsletters for the past four years. She has written many, many articles mainly inspired by her own driving experiences and the result has been a publication, I believe, well worth reading.

Neither Tricia nor I are writers or for that matter prepare texts in the line of our work and writing doesn't come too easily but we do put pen to paper (or finger to keyboard these days) and have a go, even if the subject isn't too interesting. Please, if

you could do the same and put down a few words about, well almost anything, please do. It will make my life so much easier and the Newsletter so much more interesting. You may even be able to do a bit of bragging. "Well, you know. The last article I wrote was published by the IAM. Mmm. They've asked me if I could write a sequel. Yes... Daddy Drives to Town 2". As has been said before, don't worry about grammar or spelling, we don't, it's the little stories, life's experiences, gripes and grumps which make for an interesting read. Any relevant photos, with or without a story, which you could let me have for publication would also be much appreciated. Thank you in anticipation.

It's difficult really to change the look or feel of the Newsletter if the content is as 'fixed' as it often is but I've changed a few cosmetic bits and pieces - just for the sake of it. Perhaps I am a new broom after all. Well, refurbished at least. It's the same old handle. The head's been changed. Let's see if we can sport some new bristles otherwise I'm afraid it'll be SSDD for the next year.

Alan

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If you would like to make a contribution to the Newsletter, the closing date for the Autumn publication is  
**Friday 8th 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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# 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.

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## **Local Road Safety Officer Nominated for National Award**

Hull City Council road safety officer Sue Boyeson has been short-listed for a prestigious National Transport Award.

Sue works in the councils Highways and Transportation service with local schools and pre-school establishments and she has been nominated for her innovative work in road safety education.

Sue has spoken to the Group on a couple of occasions about her programme to promote awareness in young children of the need to use a seat belt.

The programme involves telling the story of a teddy bear who is hurt when the car in which he is travelling stops quickly. The next time teddy is belted up correctly and stays safe.

The story is told in the class room before the children go outside and practice the application of a seatbelt in a specially prepared car, supported by deVries Honda, who have supplied the training vehicle and the local Woolworths store.

Sue has been invited to the Hilton Hotel on Park Lane in London on 18th July to attend the presentation.

Alan

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## **A Precious Cargo**

One of the most precious things we carry in our cars are our passengers but especially so if they are youngsters or babies.

In a crash it is good to know that the emergency services would look for a child or baby alerted by the 'Baby on Board' stick on sign, especially if that occupant had been ejected from the car by an impact. Just consider though, the anguish and possible danger experienced by those who are guided by this notice if there was in fact no infant in the car at that time.

As with most things that start out being helpful but then simply end up as resident in the car, emergency crews will just become complacent and ignore these notices occasionally with devastating consequences.

Please give a thought to those dedicated crews and, if you aren't carrying a youngster, remove the notice.

Tricia

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## Things We Do In Cars.. and Vans.. and Lorries



### Drinking

Drink-driving is something everyone knows you shouldn't do. They know that drinking alcohol and then driving is not only illegal but is morally and socially unacceptable. However, often I see the bottom end of a coke can hurtling towards me where the driver should be. Oh! Sorry, he's just wetting his whistle.

### Phoning

Well, what can I say about using hand held mobile phones whilst driving. Nothing. Because the law relating to mobile phones also covers any other device which could cause distraction, like me travelling down the M1 steering with my right hand while typing this Newsletter article into my laptop on the passenger seat with my left.



### Smoking

Here's one that I find hard to understand. Although mobile phones are most certainly distracting when used while driving, I fail to see that the lit end of a cigarette that has become detached from the bit remaining in the driver's mouth and is now smouldering in his crotch, having burned through his trousers and well on it's way to his testicles, is any less distracting. Any comments?

### Eating

I know breakfast is the most important meal of the day but drivers should be encouraged to get up that little bit earlier and consume it before they leave the house and get behind the wheel. Perhaps I should write to my Member of Parliament and ask if the Government would care to set up a working party to investigate this phenomenon - it should only cost a couple of billion - for the initial review anyway and they seem to like that sort of thing to do.





## Talking

If using a hand held mobile phone is dangerous, considering it's the content of the conversation which is distracting rather than the use of the hand set (or is it? - comments please), all conversation with the driver of a vehicle should be banned. Many-a-time if you see a vehicle travelling particularly slowly, you can be sure in 50% of all cases, it's because the driver is deep in conversation with his passenger, usually with only one hand on the wheel. The other can often be seen gesticulating wildly as the content of the conversation reaches boiling point.

## Shaving

Clothes maketh the man as does a nice tidy appearance. A none bearded man should look his best after a close shave. Some drivers, mostly men but not always ?\*, take this to the extreme and ensure they arrive at work having just finished shaving. (I would say that I have only ever seen people using electric shavers. I suppose a badger brush, bowl and cut throat would be taking it a bit far - it's those damn speed bumps you know.) There's nothing like a close shave first thing just as long as it's not in the car.



## Mapping

Turn left at the third roundabout, take the first left and the third right. Pass the filling station, the fire station, fork off (yes, fork) onto the slip road and keep to the right as you need to be in the offside lane as the motorway splits in three hundred yards. Oh heck, now I've forgotten the next turning. I'll just have a look at the map.



## SatNaving

Well, I've got satellite navigation and don't need maps any more. The sweet little lady tells me where to go. (Yeah, I bet she does.) All I have to do is push this button, select my destination by spelling out the street name, enter the house number, select the magnification for the display map, the volume for the little lady's voice, whether or not I want petrol stations, rest areas (only on motorways) to be displayed, the shortest or quickest route, whether or not to use primary routes (wherever possible), whether or not to take advantage of any ferry crossings (where available). It's a simple as that.



## Going Over Humps

I couldn't think of anything to write here.

Tricia

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## Hotting Things Up!

I like Formula One and you might think that this ones about high performance cars but there you would be wrong - it's about the crematorium ... read on if you dare.

I was recently talking with a friend and she said that she had unfortunately had to go to 2 funerals ... one at the Haltemprice Crem and the other at Chanterlands Avenue, she carried on by saying that it was a cold wet day when they when to Haltemprice and the building itself was cold and "uninviting" (bet that's what most people say when they are there, especially if they are not in the congregation!! However, as a comparison she said that she thought the surroundings at Chanterlands Avenue were more "inviting" - yes as long as you are still in he congregation!! .... But here's the punch line, it much warmer there!! (Read into this what you will!!).

Tricia

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## **Vital Statistics**

### **- how the meaning has changed**

As Mark looked out of the window taking his eye off the ball for just a moment he looked away from the papers he was preparing relating to the recent company figures and watched the youngsters enjoying themselves. As he thought back to his younger days he related the work he was preparing to what he remembered when he used to think of vital statistics – a fit young lady! But how times have changed vital statistics these days seem to rule our lives – everyone is preparing statistics! He had attended a meeting and as part of his next days work he had to do a presentation based on the company figures – how many items they had sold, how many they had on order and what the projected figures would be for the next 6 months.

He added a few more columns to the schedule he was preparing and after manipulating one of two of them was happy and ran off a copy for the meeting. The following morning as he helped get the kids ready for school as the toast flew out of the toaster and he couldn't find his right shoe and the dog was seen heading off into the garden with his tie he gathered all his papers kissed the family goodbye and set off down the motorway. Looking at his watch he realised he was in good time for making the meeting until he noticed the next road sign saying that there were roadworks for the next 5 miles .... Well nothing you can do about it but then he thought if I am late the figures will not be put forward and the manager will not be at all happy.

Whilst Mark sat in the traffic jam, Bill a statistical analyst for road safety was logging onto his computer to get his statistics for fatalities of road traffic accidents and unlike Mark he was trying to find ways of reducing the figures he was looking at means of improving road safety. Bill was in the comfort of his office sorting out his statistics but for Mark on the motorway the pressure was mounting as the time was running out for him getting to the meeting. As the motorway roadworks cleared Mark put his foot down to make progress but so did other motorists and because they were not concentrating on their driving ploughed into the back of other vehicles which had just been involved in an accident. Sadly Mark was sandwiched between two cars and he died at the scene of the accident.

The moral of the story is that Mark never got to put forward his statistics at the meeting (and were they really that important anyway?) and as Bill ran off a print of his statistics for road traffic fatalities, Mark was becoming one of those figures to go on Bills list – life is becoming too involved in statistics .... Much better to have those vital statistics as a fit young lady than a body in the mortuary.

Tricia

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## **It's Never You, Is It?**

An elderly gentleman of 85 feared his wife was getting hard of hearing. So one day he called her doctor to make an appointment to have her hearing checked. The doctor made an appointment for a hearing test in two weeks, and meanwhile there's a simple informal test the husband could do to give the doctor some idea of the state of her problem.

"Here's what you do," said the doctor. "Start out about 40 feet away from her, and in a normal conversational speaking tone see if she hears! you. If not, go to 30 feet, then 20 feet, and so on until you get a response."

That evening the wife is in the kitchen cooking dinner, and he's in the living room. He says to himself, I'm about 40 feet away, let's see what happens.

Then in a normal tone he asks, "Honey, what's for supper?" No response.

So the husband moved to the other end of the room, about 30 feet from his wife and repeats, "Honey, what's for supper?" Still no response.

Next he moved into the dining room where he is about 20 feet from his wife and asks, "Honey, what's for supper?" Again he gets no response.

So he walks up to the kitchen door, only 10 feet away. "Honey, what's for supper?" Again there is no response.

So he walks right up behind her. "Honey, what's for supper?" (I just love this!)

"Damn it Earl, for the fifth time, CHICKEN!"

Angie

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## **My favourite subject**

I was reading recently that a road safety group has called for all Gatso speed cameras to be removed from motorway road works after one such device has raised more than £1 million. The camera is located on the M62 at Ferrybridge, West Yorkshire and caught a total of 18,000 drivers speeding in a period of 18 months. This would add up to a total of 50,000 penalty points being added to licences! Safe Speed said that the figures showed the camera was not helping to cut drivers' speeds and called for similar cameras near motorway road works to be removed. My own view is that we could cut out the words 'Safety Camera Partnership' and just put the word 'Camera' on the vans!

Tricia

*Don't worry Trish, according to Mark Jessop in his recent group talk, central government are handing safety camera responsibility to local departments in April 2007 so it may be in some areas they will decide that they are not popular with the voting public and may decide to abandon them. Ed.*

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## **A Final Note from a Biker to Other Motorists.**

I saw you, hug your purse closer to you at the grocery checkout. But, you didn't see me, put an extra £10 in the collection plate last Sunday.

I saw you, pull your child closer when we passed each other on the foot-path. But, you didn't see me, playing Santa at the local hospice.

I saw you, change your mind about coming into the restaurant. But, you didn't see me, attending a meeting to raise more money for the hurricane relief.

I saw you, wind up your window and shake your head when I rode by. But, you didn't see me, riding behind you when you flicked your cigarette butt out the car window.

I saw you, frown at me when I smiled at your children. But, you didn't see me, when I took time off from work to run toys to the children's hospital.

I saw you, stare at my long hair. But, you didn't see me, when my friends cut ten inches off my hair for Charity.

I saw you, roll your eyes at our leather jackets and gloves. But, you didn't see me, and my brothers donate our old coats and gloves to those that had none.

I saw you, look in fright at my tattoos. But, you didn't see me, cry as my children were born and have their names written over and in my heart.

I saw you, change lanes while rushing off to go somewhere. But, you didn't see me, going home to be with my family.

I saw you, complain about how loud and noisy our bikes can be. But, you didn't see me, when you were changing the CD and drifted into my lane.

I saw you, yelling at your kids in the car. But, you didn't see me, pat my child's hand, knowing he was safe behind me.

I saw you, reading the newspaper or map as you drove down the road. But, you didn't see me, squeeze my wife's leg when she told me to take the next turn.

I saw you, race down the road in the rain. But, you didn't see me, get soaked to the skin so my son could have the car to go on his date.

I saw you, run the yellow light just to save a few minutes of time. But, you didn't see me, trying to turn right.

I saw you, cut me off because you needed to be in the lane I was in. But, you didn't see me, leave the road.

I saw you, waiting impatiently for my friends to pass. But, you didn't see me. I wasn't there.

I saw you, go home to your family. But, you didn't see me. Because, I died that day you cut me off.

I was just a biker,..... A person with friends and a family. But, you didn't see me.

Please "Think Bike" **RAT**

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## Car-Jacking

Be aware of new car-jacking scheme.

You walk across the car park, unlock your car and get inside. Then you lock all your doors, start the engine and shift or put into reverse and you look into the rear-view mirror to back out of your parking space and you notice a piece of paper stuck to the middle of the rear window. So you shift the gear stick back into park or neutral, unlock your doors and jump out of your car to remove that paper (or whatever it is) that is obstructing your view. When you reach the back of your car that is when the car-jackers appear out of nowhere, jump into your car and take off!

Your engine was running, you would have left your purse in the car and they practically mow you down as they speed off in your car.

If this happens to you, just drive away and remove the paper later!

Ladies, this applies particularly to you as it is likely a handbag will contain all your identification and you certainly don't want someone getting your home address. They already have your keys!

*Submitted by JMS Pearce and Graham Harper*

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## Well, I didn't Scratch the Paint, Did I?

Why must car drivers park on the FOOTpath?



RHT

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## Keith Bennett

Keith Bennett is no longer Regional Co-coordinator to Region 4 Groups.

A statement released by Keith indicates his services in that role are no longer required.

Keith wrote :

*"At the last Region 4 Spring Meeting in Wakefield, I gave my regional report to delegates in the usual manner, but this year I included some historical factual statements, which apparently some HO personal in attendance disapproved. In other words, some true facts of information, you the groups are entitled to know.*

*The result of my presentation, I suspect, is I have just received a letter from the head of the new group support set up, Peter Rodger, to inform me my services are no longer required in the role of Regional Co-ordinator for Region 4. I am totally dismayed that personnel within the new HO Group Support setup, with very little experience about group matters,.... have taken this decision, without first being invited to discuss matters of importance with the interested parties."*

The letter continues ...

Clearly from the tone and content of the statement, Keith is not happy with the decision.

At the last Group Committee meeting, all agreed that Keith, while being based in the west of the area, has always provided help and assistance when asked and as a source of information, will be missed.

The Group will, I'm sure join the Committee in wishing Keith good fortune for the future.

Alan

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## What a Compliment!

A friend of mine went on holiday with her family and had had no problems with her grand-daughter until it got to the time when she held her in her arms to get off the plane at Heathrow Airport. The youngster screamed at the top of her voice that she did not want to get off the plane and nothing could be done to pacify her. But then the pilot of the plane came to the rescue. He asked the youngster what was her name and where she lived. Immediately she stopped crying and answered the pilot - she seemed to be in awe of him (and as my friend found out later so was her daughter). He just whisked the youngster into his arms and swept her down the steps. 'Now that wasn't too bad at all, was it?' he asked. 'No thank you ever so much Mr. Fireman.' The pilot chuckled and said, 'That's made my day!' My friend's daughter said, 'Well, would you believe my daughter aged three years has just been whisked off her feet by a drop dead gorgeous pilot and all I got from it was to carry the bags!'

Tricia

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## Action Access A1079

Action Access A1079 is a campaign group set up to bring together local councillors, regeneration project committees, the police, fire and ambulance services in an attempt to improve the A1079, the main road between York and Hull.

The aims of the group are to improve road safety whilst maintaining or hopefully improving the traffic flow on the road and to plan to make road transport sustainable in order to boost local economies.

The road passes through or skirts by many villages which, over the years have expanded and grown in size. However there are limited local employment opportunities and this has led to the road being used as a commuter route.

The road does not have a particularly good safety record and the traditional remedy has been to reduce speed limits. I think most people would accept that, with the current size, route and construction of the road they are necessary but this has led to confusion as a driver is faced with 30, 40, 50, 60 and 70 mph limits over its 40 mile length.

One of the concerns is that some drivers frustrated by the frequent imposition of low traffic speeds, tend to try and 'catch up' when the limits are relaxed only to take unreasonable and dangerous risks.

The ideal solution of a full length dual carriageway road is unlikely to be realised but there are less expensive options which could be considered. These could include short stretches of dual carriageway to allow safe overtaking of slow moving vehicles, improved filtering of traffic onto and off the main road and possibly the use of roundabouts. There are other stretches of the road that run in an east - west direction which can cause difficulty with vision, especially in low sun conditions with dirty winter windscreens, increasing the likelihood of a crash caused by a driver misjudging a situation.

If improvements are to be made to the A1079, which has not received any development funding for more than 25 years, surely the local community is likely to end up with a more satisfactory solution to its transport difficulties if there is some considered input from that same community.

Action Access A1079 has already received a great deal of support from local MPs, parliament, the East Riding of Yorkshire Council and Transport Officers. We would also welcome any support that you may feel you can give, either as an organisation or as individuals.

*(Grahame Hicks) - Chairman of Action Access A1079*

*Please note that the IAM as a body can neither approve nor disapprove of this particular scheme. However the aim of the Institute is to improve road safety and reduce road casualties. I would be pleased to receive any comments from our membership. Ed.*

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## **Who's Who in the Group**

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

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## Grumpy Old Men

Just look at this picture on Sutton Road looking east at its junction with Leads Road. It's not a very clear picture I'm afraid but if I explain, you can see the 'Diverted Traffic' in the foreground directing the traffic forward over the bridge. Far less distinct is the next temporary sign pointing to the left and this says 'Diverted Traffic' too!

Direction signs are only for those people who don't know the way and these two signs refer to different diversions for road obstructions which were about two miles apart. I did know the way so this time I'm not the grumpy one. I wonder if any one had to take notice of these particular signs.



Geoff Beecroft

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## Grumpy Old Women

Some thoughts –

I wonder if the people that slow down 2 miles from their turn off have actually done their IAM test and are just using accelerator sense or they are all ex captains of very large ships!!

Drivers who only leave 6 inches of room to manoeuvre are just very lonely or think the car is and want to get close and personal!

Drivers who insist on loud music could be deaf or soon will be - I can hardly hear the Bach I play! Oh and I forgot I sing opera in the car with the windows open – ear plugs necessary.

The tailgater probably needs a rest in your boot to sleep off his breakfast!

Good one the other day – woman driver negotiating roundabout, swerves a bit so I keep clear and then look to see why – hooked under left ear and shoulder is the mobile, whilst in the right hand is a bottle of water – needless to say once she had straightened up I got past as soon as possible.

Angie

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## Motorcycling

Ivor Nicholson's recent talk about his motorcycling experiences reminded me very much of mine but those were all very different.

Our first experience of motorised transport was when we bought a 'Powerpac' in 1955 and fastened it on our tandem. At that time, small two-stroke engines of this sort, all less than 50cc capacity, were quite popular. Ours was mounted above the back wheel and its output, from a 2½" steel wheel like a cog, pressed straight onto the back tyre. When it was new, we could travel at 25-30 mph under favourable circumstances and we once went to Wolverhampton on it, though I returned solo on it via Skipton where I had a business appointment.

After our daughter was born, we fitted a sidecar to the tandem and abandoned the motor for a while but later I did try the combination of sidecar and motor but it was a bit of a struggle and I think the motor was getting a little tired by then. After I stopped using it altogether, I realised that I had probably been driving it illegally because the licence no longer fitted the description of the vehicle.

When Wendy was fourteen months old, we bought a 16H ex WD Norton with a home-made sidecar. A friend took me pillion to Market Weighton where I went to see it, and several days after the purchase, I took the bike round to his home. He asked to drive it. "Shall I get in the sidecar or shall I travel pinion?" I asked. "Get in the sidecar", he said. He kicked off and drove it straight at a lamppost, fortunately stopping in time! I then discovered that this was the first time that he had ever driven a combination and, of course, they don't go round corners by leaning over.

The design stemmed from 1936 and it showed. The 500cc side valve single cylinder engine at least had a pressurised lubrication system (my father had to hand-pump the oil every so often to lubricate everything on his bike many years earlier). The valve guides were only lubricated through nipples with a grease gun and in spite of regular attention, the valve guides needed replacing after about 1,000 miles. I cured this problem by putting 'Redex', a lubricating aid, into the petrol every time that I filled up. Top speed was only about 42 miles per hour but with the limited brakes, that was perhaps as well. On Limber Hill, near Glaisdale, a 1 in 3, the brakes would not check the increasing speed so I drove it into the bank and started again from scratch. For that journey, I had borrowed the crash hat from that same friend's wife for my wife, so that we could more easily get all that was required to be taken for a small family (two now) into the sidecar and she was to ride pillion. We descended a long, not too steep slope at Sleights and took the left hand bend at the bottom. I am sure that the sidecar wheel came into the air; it frightened me, so that on the return, somehow I got wife, little girl and baby boy and luggage into the sidecar. Much more stable.

Perhaps it was on that same holiday that we took the road, then not metalled, from Stape to Egton Bridge on the North Yorkshire Moors. At one of

the fords, the nose of the sidecar went into the water and we were stuck. Off the bike, open the sidecar lid, take the baby to the bank, help little Wendy out, my wife removes shoes and socks and wades to the 'shore' and then I can pull the combination backwards to use another route across the stream. Oh, it was all good pioneering stuff!

On our return from that holiday going up Limber Hill, the engine was not powerful enough to get us up. The family had to get out and Daddy drove away up the hill much to the distress of the children.

There were several hills where I just managed to get up by leaping off the bike as it slowed in first gear, running up at the side of it, and jumping on side saddle when the speed had increased.

It slowed so quickly on Park Rash, a steep hill near Grassington which had been used for motor car trials in the 1920's, that there was no possibility of getting up and that day, we went for a tour somewhere else. We came down that hill the following day with no problem, but what if the ascent at the other side had been just as steep? (The first weekend that I had a licence to drive a car, we went up Park Rash hill as if it were Park Street hill in Hull!)

Little Wendy broke one of the six big plastic windows on the sidecar and when I replace it, I tried setting the old one alight. It must have been made of nitrocellulose, the stuff originally used for cinema films, for it disappeared in a great flash of flame! Needless to say, I immediately replaced all the other windows, now with the flame-proof cellulose acetate.

I took my father to see my mother who was in hospital in Harrogate, in the autumn of 1956. The Suez crisis was on, petrol rationing was about to start, and most of the petrol stations were closed. I had a tankful of petrol and sufficient in tins in the saddlebag to complete the journey. The electric system was 6 volt and on the way home in the dark between Harrogate and York, the mainbeam filament in the headlamp broke. Only some Ford cars still used 6 volt systems but I could not find a Ford garage in York that was open. So we set off on our dipped headlamp but this fused too as we passed Pocklington aerodrome. It was a slow trip home on only a sidelight but as I took Dad to his home, we passed the big Crystal Garage in Derringham Street and of course, they were open and I got a new bulb.

When I bought the combination, it was still fitted with the drive sprocket that the Army used - 18 (or was it 19?) teeth. 21 teeth were recommended for solo use and 16 teeth for combinations. When I changed the sprocket, it made quite a difference to the performance on hills and the top speed was not affected but as the engine was now running faster than previously, I repeatedly tried to change up a gear when I was already in top.

When the sparking plug lead came off as I was crossing North Bridge, the end landed on my thigh. Diagnosis of why the engine had stopped took very little time! It also took little time to diagnose the fault when the carburettor fell off on the way to Bridlington.

When, after two years, we bought a car, I was quickly able to dispose of the sidecar, to a colleague at work. He brought his solo bike to our house

where we quickly made the transfer. After he drove it round the corner at the end of our road, I never saw it again even though my colleague lived at Keyingham. He always used a push bike to get into Hull to work!

It was nearly a year before I sold the bike and it had been long uninsured. Someone came to our house to collect it and we exchanged documents and cash (£8). The bike was now not mine so I could now drive it legally on my car insurance. I took it up the road, for the first time as a solo machine. It was a nice day, the feeling was grand; I nearly didn't let it go.

Except for a little driving with the TA, (and that on a rather similar 500cc BSA), the only motorcycle that I have driven since, many years later, was a Japanese cycle belonging to that little baby boy that I have already mentioned twice. I knew that its foot controls, back brake and gear change, were reversed from those on the Norton but I had driven less than a mile before I tried to change up a gear and put the back brake on hard instead. No trouble that time and I didn't do it again, but old habits do die hard.

Geoff Beecroft

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## Speeding Fork Lift Trucks !

By and large, at work we have a good safety record (I know I'm going to regret saying that) but I had to laugh as I walked through the factory and spotted ... a speed camera alongside the alley way between the factory and our warehouse.

Bob, one of our fork truck drivers has a reputation for, well just driving too fast so one of our guys drew a speed camera and stuck it on a pedestal.

The point is, it worked and Bob took the hint. He now drives around at a much more reasonable speed!

Alan

PS  
Chris's name has been changed to protect the innocent.



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## **DoT Initiative Re-launched**

Due to the nature of the quality of driving in England, the Department of Transport has devised a new scheme in order to identify poor drivers and give good drivers the opportunity to recognise them whilst driving. For this reason as from the middle of May 2006 those drivers who are found to be driving badly which includes: Hogging the middle lane of motorways; Hogging the outside lane of motorways; Overtaking in dangerous places; Hovering within one inch of the car in front; Stopping sharply; Speeding in residential areas; Pulling out without indication; Performing U turns inappropriately in busy high streets; Taking up more than one lane in multi lane roads; Not indicating; Being a peasant. These drivers will be required to display a flag, white with a red cross, signifying their inability to drive properly. These flags must be clipped to a door of the car and be visible to all other drivers and pedestrians. Those drivers who have shown particularly poor driving skills will be required to display a flag on each side of the car to indicate their greater lack of skill and general lower intelligence mind set to the general public. Please circulate this to as many other motorists as you can so that drivers and pedestrians will be aware of the meaning of these flags.

RHT

*It seems that this joke could turn out to be an annual institution . Even as we speak (as it were), I already have some content for next summer's newsletter!  
Ed.*

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## **Newsletter Cover**

May I take this opportunity to thank, on behalf of the Group, DeVries Honda for the valuable contribution they have made in sponsoring our Group Newsletter covers for 2006.

We have already used the cover for the Spring edition but unfortunately the contents had gone to print before the covers were available hence this belated thank you.

The process of negotiating such an arrangement is a sensitive one and ensuring both parties get out of the arrangement what they want takes a significant amount of time and effort so sincere thanks to Scott DeVries for his input, patience and sponsorship and also to Robert Thomson for all his time and effort. I think quality like this, sets our Newsletter off and hopefully presents an attractive publication people will want to pick up and read.

Alan

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## **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.

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## Car Safe 2006



When Angela said that she, with the help of the Council, were going to do a Car Safe day, I jumped at the chance and volunteered straight away.

The day arrived and I found the place easily. I was the first to arrive. The gentleman from the Council came just after me and closely followed by BSM with their trailer, lastly the big, red bus from the police. In the mean time several

members from our group arrived.

After setting up our stall and marking up the course we were ready.

The day went fast. I had a go on the BSM driving simulator which felt a bit odd, managed to fail a theory test and completed the IAM driving test. The last time I did the test, I got 10 penalty points - this time, I got seven so give me five years and I might have a chance of winning!

Without noticing, the day came to an end. I met some nice members of the public both young and old. I also learned that everything to do with the engine that is yellow, you can touch and everything black is for the garage.

I would like to say a big thank you to Angela and everyone who turned up for making it such a great day.

When is the next one?

Liz Phillips

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I would just like to add to others comments made about the Car Safe event.

This was the first event of it's type by the Group I have attended. Earlier comments had lead me to expect a lot of sitting around huddled round a steaming cup-o-soup with not much to do. Not so.

There was a gentleman who, having seen the advertisement in the newspaper,

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Kingston upon Hull & East Riding Group of

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turned up ready for the 10 am start - I think much to the dismay of those who were still setting up the manoeuvring course. However, given a half hour or so, he completed the exercises and went away well satisfied.

Another participant, having completed the course commented how much he had enjoyed it and 'There should be much more of this sort of thing put on. Very enjoyable and an interesting experience. Well done!'

Pleasingly, the event attracted drivers from all age groups. There were seasoned drivers, newly qualified drivers, dads with young children in tow and even a young lady who had not yet passed her test - unfortunately we were unable to help her but on-the-whole, the day provided the public with a pleasant, educational driving experience for which several voiced their thanks and approval.

I'm sure the number of people attending will continue to increase steadily if this becomes a regular event.

Alan

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Sunday 14th May saw Group members helping with the first 'CarSafe', organised by Andy of the Hull City Road Safety Department in conjunction with our Group, the Police and BSM. Early in the year we were looking to put on an event to mark the 50th Anniversary of the Institute of Advanced Motorists. Angie Bird had been talking with Andy and he had invited the Group to help with the organising of the first 'CarSafe', which was to follow in the wake of the successful 'BikeSafes'. This seemed an ideal way to mark the 50th.

A sub committee, led by Angie, was formed consisting of Robert, Neil and Ivor. The final format of our input to the event was agreed as a series manoeuvring tests and assessment drives, for the general public to partake in, together with the IAM 'Easy Up' publicity tent. Following on from the experience gained from the previous manoeuvring tests, we had carried out, it was agreed we needed to borrow some cars for the tests and Andy used his contacts with Dixons who agreed to supply three Vauxhall cars for the day.





May 14th turned out to be a dry day and at 9.00am the sub committee, together with Liz Phillips, Graham Harper and John Roberts started to set things up. The 'Easy Up' was looking attractive thanks to Liz's efforts in displaying the various posters and John, Graham, Angie and Robert soon had things organised with the tests.

We were aware that the event had not been heavily advertised, other than with the media, so were pleased to see the first driver appear about 10.30. By this time all our volunteers had arrived and been briefed on what was happening. Alan Clark had set up the laptop - with a reaction test - and the video was operating on the T.V.

Thanks go to the sub committee, the observers and other members who helped with the event. I am sure the sub committee will not mind a special thanks been given to Angia, who did a lot of unseen work in bringing together all the Group members who turned up on the day. (I would say this was the best turn out, of members, at this type of event we have had)

On a personal basis I was delighted to see Jim Ramsbottom helping out. Jim is one of the Group's longest standing Qualified Observers, who quietly carries out his observing, but is unable to attend monthly meetings - nice to chat Jim.

Excluding Group members, about twelve drivers took part in the manoeuvrability tests and seven were taken out on assessment drives.

Although the number of drivers taking part may appear to be small, the day passed quickly and appears to be enjoyed by all.



The winner of the manoeuvrability tests, for the general public, received a free 'Skill for Life' package and the IAM winner a Halford,s £10 voucher. Graham Harper again showed his mastery of car control by loosing no marks on the test and won the voucher. Having lost two marks and been twice beaten by Graham, I now have a new ambition - to beat Graham when we next hold manoeuvrability tests!!!

As always when an event is held for the first time lessons were learnt, in this case much more publicity. We should certainly have had more indication on what was going on, as drivers coming in to the car parks probably thought the event was a private one.

Ivor Nicholson

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Thank you all that came along to observe, score or offer moral support in any way.

Dave Allum, John Roberts, Paul Tee, Ivor Nicholson, Jonathon, Frank Watson, John Pearce, Jim Ramsbottom, Neil Scruton, Jo Cross, RHT, Graham Harper, Alan Clark, Liz, Bill Cundill, Peter Richardson. (My apologies if I have missed anyone off the list).

It all went well but in future years we need to do more on the advertising side, plus we may need some more manoeuvring challenges so if you can think any up please let the committee know.

Thanks also go to Andy Deyes, who arranged the venue, adverts, the cars and liased with the police and BSM.

On the whole it was very successful with 15 people entering the manoeuvring challenge and one outright winner – Congratulations Andrew Naylor who won a Skill for Life Course.

Of the IAM entrants, 6 or 7 in all, Graham Harper came out top AGAIN – Well done Graham – Hey come on folks we can't let this happen for a hat-trick next year so let's have some more challenges.

PC Andy Walker also 'captured' a couple of miscreants who were driving like prats around the Humber Bridge Car Park. He disappeared out of view to talk with them. Andy Deyes and I were getting a little concerned for his safety when the car driven by the 'Prats' came slowly up to the area we were using for the manoeuvring.

Andy Deyes said "You know what he's done don't you? He has told them they will not get a ticket if they do the manoeuvring test!"

Sure enough that is exactly what he had done. They didn't do too badly and they certainly drove out a little slower – whilst they were in view anyway!

Who ever was in charge of weather ordering did a fairly good job as well, thank you, it did not rain.

Angie

## Congratulations on Receiving Awards ...

From the AGM, Ivor wished to acknowledge the importance of the attendance of members at our monthly meetings and Ian Pattison receives the



Presidents Cup for unflinching attendance of the monthly Group meetings over many years. Also Angie is presented with the Harry Bell Trophy for indispensable services rendered.

Test passes over the past couple of months were celebrated by the presentation of Advanced Motoring Certificates to Mike Young who was guided successfully to test



standard by Frank Watson and to Pat Hornby and Richard Smith whose Observers were Angie Bird and Tom Smith.

As always, congratulations to you all and a sincere thank you to the Observers of the successful Associates.

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## **New Child Car Seat Regulations**

New regulations governing the use of child car seats are due to come into force in September 2006. The changes update regulations dating from 1993 when many more cars on the road than now did not have rear seat belts. The old rules are generally to use child seats and boosters 'if they are available'. From September they will have to be used or the child not carried. The vast majority of cars now have rear seat belts. Therefore parents can now benefit by always using up-to-date design child seats and boosters with very few exceptions.

Drivers are legally responsible for making sure that children under 14 years use seat belts or child restraints in cars, goods vehicles and mini-buses. Those 14 years and above are responsible for themselves. The penalty for non-compliance is a £30 fixed penalty notice. If a case goes to court, the maximum fine is £500.

So from September a child under three in the front of a car must have a correct child restraint, likewise in the rear. The exception is if carried in the rear of a taxi. If the child is aged 3 to 11 and under 4ft 5ins tall carriage in the front is with a correct child restraint, likewise in the rear if seatbelts are fitted.

They can use an adult belt if in a taxi and the correct restraint is not available, on a short and occasional trip where the correct child restraint is not available or where two occupied child restraints prevent fitment of a third. A person 12 years and above must wear an adult belt if fitted. A correct child restraint is a child seat or booster.

Further details on types of child seats and boosters, legislation and fitting can be obtained at <http://www.childcarseats.org.uk/law/index.htm>

*Stuart Donald*

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## **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](http://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.

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## **Forthcoming Events**

14th. August, Gary, Wilberforce Motor Insurance

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## **Feed Them and They Still Won't Leave You Alone ...**

Motorists in Sheffield will shortly be greeted by their parking meters as they leave their cars.

Famous people's voices will be used to warn parking motorists of the dangers of leaving valuables on show in their unattended cars.

Celebrity mimic Stuart Smith is the man behind the voices of Michael Cain, Jeremy Clarkson, David Beckham and others. The celebrity messages are an attempt to reduce vehicle crime in the city'.

Tricia

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## **Room for One More On Top ...**

To me that used to mean there was a seat for one person upstairs on the bus into town. Now instead of an evening constitutional on Sewerby front, junior takes his two seater sports for a drive along the prom.

I bet that'll pull in the chicks! Well it will if he drives through the childrens zoo at Sewerby Hall.



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## **Readers Write ( - At Last! Ed)**

### **Not too bright to be too bright**

Well you wanted controversial, so I thought I could do that!!! In reply to Alan's article I have the following comments.

Unless the Road Lighting Regs have changed very recently the use of dipped headlights at night has an exception (Rule 93) on 'restricted roads (those with street lights not more than 600 feet apart and which are generally subject to a speed limit of 30 mph). Thus it is perfectly lawful to just use 'sidelights' in these circumstances. So Alan you should be able to spot those lurking pedestrians in a town at night. The Highway Code does recommend the use of dipped headlights in town (Rule 95) but that is all it is – a recommendation.

Still having this piece of legislation however, I feel, encourages the use of the 'sidelights' in conditions of reduced visibility and I would have them banned as 'driving' lights and have them only capable of coming on when vehicle is stationary. As soon as a gear is engaged the dipped headlights should come on so that when the 'less than thinking motorist' puts sidelights on in rain or fog he or she will actually be putting on dipped headlights and make them easier to see, especially silver cars in fog!!!

### **Faster than a Speeding Bullet**

Go on Alan you haven't lived. What on earth is wrong with peddling a moped up Beachy Head (the engines needed some assistance in those days) to reach the top and then thrash the thing down the hill and see how fast I could go!! Wind in my hair round the open faced crash hat, although still not mandatory then, and my hand twisting the throttle as far as it would go, hoping for a speed just in excess of 30 mph!! (No my middle name is not Toad)

I have been mountaineering and sea canoeing in extreme circumstances and done it for the thrill, the buzz and my adrenaline racing. The consequences of me getting it wrong at any time would have been Mountain Rescue with all the extras of helicopters or the RNLI plus helicopters. So did I have respect for anything or anybody?

As to the hiring of a good defence solicitor to get off a summons or charge – Why not? I recently had an altercation with a camera on a level crossing and the paperwork came through saying I had 'Failed to conform to a red light'. Not so - I will cough to an amber light but that wasn't the offence. So I worded an explanation in my defence and used the Highway Code to help me out and thankfully they did not go ahead with the summons.

Surely we should be encouraging local authorities to conform by placing legal signs properly if we are expected to obey the law.

You have then stated, and I agree with, in your article that is the inappropriate use of speed but in this it is not always the young that are at fault. What about the older driver who 'toddles' along a straight, wide, open road at 40 mph in a 60 limit when there is traffic coming in the other direction, who seems unaware of the queue building up behind. Frustrating isn't it? As Advanced Drivers we should not succumb to this frustration but I do and I have a real hard job controlling it!!!! Often these situations lead to drivers taking chances to get past this slow driver.

I have some sympathy with the young driver/rider who gets a car/bike for the first time and wants to see how fast it will go, I wonder how many of us have not done that – just not in the circumstances it which they usually do the testing.

If we want to slow drivers down we need to get at the motor manufacturers and stop them making cars that are capable of in excess of 100 mph. Maybe if the cars didn't do 0 to Court in 6 seconds we would improve matters, but maybe not.

The world's first road death was on August 17th 1896 in a built up area and involved a pedestrian and a motorcar. The car was travelling at 4 mph and witnesses described this as "tremendous speed". At the time of the crash the car was being driven by a man, who had only been driving for three weeks, (licenses and tests did not exist).

It was also said the he had tampered with the belt, causing the car to go at twice the intended speed! He was also said to have been talking to the passenger –

So no change then, even after all these years.

Angie

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## Young Drivers

This is a transcript of the President's address given at the March AGM.

The subject of how to get young driver interested in taking advanced training is always being discussed at all levels, from our Committee meetings to National Conferences.

What I am going to say is not a magical answer to getting the young driver interested in advanced driving, but to show why it may always be a problem. I hope it gives you food for thought.

By young drivers I refer to under 25 years olds and must point out our group has, during the last year or so, successfully guided several through the Advanced Test, but still they are in a minority. My own experience of the young drivers we have guided through the Advanced Test is of keen,

willing to learn drivers with the right attitude who have achieved a high standard.

Statistically young drivers have a much higher percentage of crashes than experienced older drivers and would therefore benefit the most from our guidance but generally are unwilling to undertake additional training. Recent research indicates approximately 19% of newly qualified drivers report some sort of crash involvement in the first six months of driving. This alarming figure must make us ask why are so many of these drivers driving in a fashion that causes them to crash and what can be done about it ?

Experts say there are three phases of driver development:

- Technical Mastery phase - how to steer, brake and change gear etc.
- Reading the Road phase - using the basic skills in traffic situations i.e, when to go, where to position the vehicle and when to stop,
- The Expressive phase - the newly qualified driver will have parted company with their driving instructor and start to drive in a manner that is in line with their personality in a way which feels right to them.

Research indicates a driver's confidence is at its highest two weeks after their test and then reduces over the next six months. The initial confidence mentioned can be because the candidate interprets having been told they have passed the learner test as meaning 'Wow I must be the best driver you have ever seen...'

In order to pass the test the pupil will realise they must drive as told by their instructor even if they do not agree with the advise, but having passed, their own driving ideas are soon adopted ie., cross arm steering, leaving hand on gear lever etc. Even more importantly their own ideas on speed, how to overtake etc will come into place.

The basic practical skills of the new driver are, by and large, good. Improvements to the practical test have meant that learners have to achieve a much higher standard of technical ability to pass. However, it is the problematic attitude of the many young drivers which gives the greatest cause for concern.

Having obtained their full license these drivers often choose to put aside what they have been taught and adopt a driving style that demonstrates a failure to understand the likelihood of being involved in an accident and the consequences as a result.

Under the New Drivers Act 1,300 young drivers are having their licenses revoked and having to go back to learner status - that is not 1,300 per year; it's 1,300 per month.

Psychologists will tell you that young male adults rarely develop a sense of danger - or self protection - until their mid twenties. This is not the fault of any one individual as research has discovered that the part of the brain re-

sponsible for judgement, prioritising actions, anticipating consequences, planning and controlling impulses (all the attributes of a responsible driver) is the last part of the brain to become fully developed at 25 (slightly earlier with girls)

A full driving licence has been seen, particularly by young men as a rite of passage to adulthood, but the link with responsibility to other road users has not been emphasized enough.

It is felt by many experts that we need to effect a long term change in young driver's attitudes by placing a greater emphasis on classroom education. This is happening in Hull on a small scale but to bring all senior schools on board is not easy.

As I said at the beginning the purpose behind this short talk is to get you all thinking and perhaps a discussion on the subject of making the IAM appeal to young drivers could be included in a future monthly meeting.

Ivor

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## **... And we complain when our company cars don't have air conditioning !**



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**Your notes for the next edition !**

