
From the Editor

I suppose most people have holidays in mind this time of year - I know I would have if we were going anywhere but it'll have to be a barbie in the back garden this year.

Yes, you should already be aware I'm struggling to find something to put in this editorial so I resort to the internet!

A South African website reported a Chinese made car, the Brilliance BS6 aimed in part, at the European car market, was crash tested to establish its NCAP rating. It apparently failed to achieve the required standard and was awarded only one point. In a 64km/hr collision, the resulting distortion caused the assessors to make the comment, "The driver probably wouldn't survive."

This is the second tested vehicle, of Chinese manufacture, to have failed the NCAP tests. The first, the Jiangling Landwing SUV was withdrawn from European sale after it failed 'spectacularly' in November 2005, despite passing the national Chinese automobile test.

The Landwing sells in South Africa for 140,000 Rand (under £10,000) for a well specified, 5 door sports utility vehicle and is sure to sell despite it's abysmal safety reports - if it is allowed to be sold. The reason given by most '4x4' drivers is the perceived enhanced safety of such a large and intimidating vehicle. Purchasers of the Landwing may learn, to their cost, that that belief is not always true.

I'm sure the emerging Chinese car manufacturers will learn from these results. They may be having design problems at the moment but the writing's on the wall. They certainly have the capability to manufacture to a suitable quality standard, they just have to get the designs fixed. And they will. The company is backed by Ford. I'm sure they will not be prepared to tolerate such bad press for long.

As I struggle to finish this piece, the June rain is lashing at the window (otherwise I would be getting a second coat of paint on my window frames) and the central heating has just come on so I wish you all a pleasant and restful summer - abroad.

Just remember Tricia and me with our soggy, full fat sausages, sheltering under our flapping broly as you sip your G&T at the pool-side - the sun warming you as you lounge out full reclined, basking the the pleasures of your holiday.

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

Friday 7th 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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Corrigendum

In a letter of thanks for received copies of our Spring 2007 group newsletter from Peter Shipp, Chairman and Chief Executive of the EYMS Group, Mr Shipp pointed out an error in the article I wrote covering the talk given by Darren Kendrew and himself to the group recently.

The article incorrectly stated the cost of a coach as £88,000. The company are currently purchasing six coaches at a figure nearer £210,000 each - a much more representative price.

I would like to apologise to Mr Shipp and EYMS for this mistake and extend to him thanks for pointing out this error.

Alan Clark

Hull City Council Road Safety Update

Mark Jessop kindly spoke to the attendees of the April group meeting when he presented the facts and figures recorded by the Road Safety Unit for Hull in 2006.

Compared with the government targets set to focus local authorities on road injuries, Hull is doing rather well. Of course, any incident on the roads which causes injury is one incident too many but accepting the need to move around the city and country is going to lead to some incidents, the improvement made by Hull Council is something to be proud of.

The government targets give percentage reductions in various categories of injury and for various groups of road users, against the average figures for the period 1994 to 1998.

Last year in the Hull area there were 1068 road based injuries recorded through the accident and emergency department at the local hospital. The government target for last year was a reduction of 10% however, the Hull area reported a reduction of 28%. What must be remembered of course is that 1068 families had their lives turned upside down. The effort to reduce incidents must continue.

Included in the 1068 were 138 killed or seriously injured (KSI), 202 pedestrians, 182 cyclists, 104 motor cyclists and 17 children seriously injured with no deaths in this category. This represents a reduction in child KSIs of 65% against the target of 50%.

Despite the encouraging results, the efforts by Mark and his colleagues continue in various guises. Junior cycle training continues as does Teddy Takes a Tumble raising awareness of the use of roads and vehicles despite the fact that most parents are poor role models to their kids.

New initiatives include ABS which is a two hour theory presentation given to young, pre-test drivers in conjunction with the fire and rescue service. The K4S project is aimed at secondary schools and Teddy Takes a Tumble continues with the help of a sponsored Toyota Prius.

Mark reports that traffic calming is about at it's limit and cited Newland Avenue as an alternative to conventional bumps and chicanes.

More educational alternatives are being investigated and more publicity is planned for the future - a policy perhaps the IAM could do to address.

Thanks to Mark for, as always, an enlightening and interesting talk.

Alan

Moving Targets

Government targets for road safety were met and bettered in many cases in the Hull area so that's all right then. Foot off the gas. Well, that's the problem with targets isn't it? If the target is met, normally people are reasonably happy and don't complain except when it's one of their own making the headlines as a accident statistic and then it becomes a bit different.

There's a sort of 'nimby' culture with driving and it all comes down to attitude. A typical driver will take a summer's day trip to the coast and decides to use the back roads for a change. The only problem is the back roads go through all the villages. With the current trend to impose speed limits in 'sensitive' areas, he reduces his speed - maybe not all the way down to the limit but at least he's made the effort.

More often than not, there are no consequences of his exceeding the speed limit by a bit and I bet in most drivers' minds, the thought now-a-days would be the threat of getting pinched by one of the dreaded speed cameras. Minimising the likelihood of an incident occurring at all or the consequences if there should be a collision would not figure so highly.

The same man, washing his car in the street after the return journey would curse under his breath as a young boy racer flashes past on the estate road obviously exceeding the speed limit by just a bit - the same margin as he himself had used as he drove through a village on his day out to Scarborough.

As advanced drivers, we have demonstrated - at least when we passed the test - that we were able to act in a responsible fashion when it comes to the use of speed, making progress when conditions allow and using extreme caution and travelling well below the speed limit when other circumstances dictate.

I believe that most drivers just don't think. It's not that they are bad drivers but because for the average driver, driving a car is so easy, routine and comfortable and the consequences of exceeding the speed limit are likely to be - nothing, often they do speed and proceed in a cavalier fashion. They are so insulated in a modern car but if they just stopped to think, as an advanced driver would, of the benefits in reducing risk by proceeding at an appropriate speed having taken all necessary observations, most incidents would be avoided and Mark would be out of a job.

Alan

Workplace Transport Safety

Robert Thomson was proud to introduce one of our own members as the speaker at the May group meeting. Stephen Mills' other job, apart from serving on the committee, is as a Health and Safety Inspector in the Public Protection Division for this area and it was about the transport aspect of his work Stephen spoke.

He pointed out that any powered vehicle used in a place of work comes under the jurisdiction of the Health and Safety Inspectorate and indeed should, as transport, in the broadest sense, is the second biggest cause of workplace deaths. In excess of 70 deaths and 1500 injuries are reported and investigated annually by the Inspectorate.

The familiarity of workplace vehicles contributes in no small way to the number of incidents as complacency sets in. So often there are no consequences of a seemingly innocent act of, for example standing on the forks of a moving fork lift truck but just imagine the possible results of a slip.

Of the reported incidents, 47% involve being struck by a moving vehicle, 33% involve falling from a moving vehicle, 12% are the result of being struck by an object falling from a moving vehicle and in 7% of cases, the injury is caused by someone getting trapped by an overturning vehicle.

Incidentally, although ordinary cars are used extensively in the course of a day's work by, for example sales personnel, a crash on the road does not come under the auspices of the Health and Safety Executive as it is considered a motoring issue and is resolved by normal police and civil actions and so the figures mentioned above do not include an injury sustained by a rep involved in a crash on the M6 travelling on behalf of his company.

In common with so many trends these days, the whole issue of workplace transport safety is handled through the medium of risk analysis and if like me a few years ago, you haven't a clue about risk analysis, it comes down to a formal and organised look at the risks and consequences of all events involving, in this case, vehicles in the workplace.

The procedure is to initially identify what could possibly go wrong, then to estimate the likelihood of that actually happening and then looking at who (in terms of quantity) would be injured as a consequence. This investigation is recorded and assessed against any existing preventative procedures. The loop is closed by identifying and implementing any necessary changes to the the existing systems and then re-assessing periodically.

There are always risks when we move people or products around the workplace but the purpose of this process is to manage those risks and to ensure the safety of workplace personnel without imposing unnecessary burdens of duty on them.

In the case of transport, the areas considered by Stephen and his colleagues break down into the identification of hazards, the same sort of hazards that we, as advanced drivers also see and attempting to minimize them

by simple 'engineering' work like separating pedestrians and vehicles. Assess who would be harmed, in what way would they be harmed and the severity of any possible injury e.g. a light abrasion or certain death and evaluating the consequences should that incident occur.

Procedures put in place, like one way systems, may be adequate to manage a situation but if not, new systems must be introduced to reduce risk.

The up-side of the Inspectorate is that they do have an enforcing role in the workplace but the preferred method is to work in close cooperation with companies to develop safe work places and safe working practises and as they see a whole host of different workplaces, they are eminently well suited to advise on such matters.

I would say, a fairly dry subject but with his friendly manner, Stephen kept his talk light and interesting. Thank you.

Alan

Bid to Reduce Congestion

Hi tech traffic lights designed to reduce congestion on one of West Yorkshires busiest stretches of motorway have been switched on. The signals at Junction 41 of the M1 between Leeds and Wakefield will manage the rate of cars going on to the motorway, keeping traffic moving. The system uses sensors in the road to monitor the traffic flow.

Tricia

Community Spirit?

I was watching the news when the subject of speed cameras came up yet again – but this time the Surrey police had agreed to let the community deal with speeding motorists.

Apparently people within the community are allowed to use the radar gun and register the speed of motorists passing through their village. They manually record the car registration number and the detected speed and a letter to the offender then follows this. The police send this out but the driver is not prosecuted. It is just issued as a warning.

In a television article, I was amazed to see the speed camera operator whizzing it from one direction to the other. Clearly, no adequate training in the correct use of the equipment had been received.

Registering details such as a car number plate and the offender's speed manually must surely be an issue. (Never mind if you wanted to 'get even' with a neighbour - you could just register their car details with no recorded proof of the event.)

I have never actually seen a representative from the IAM give comments on a television interview but Peter Roger did just that and sensibly, he was in

agreement that this sort of action could lead to a vigilante style approach being adopted. An interviewed member of the public from the Surrey village where this was happening also agreed with Peter. The villagers also generally agreed saying that the enforcement of any speeding matters should lay in the hands of the police.

The IAM is trying hard to change its image of a group of middle aged, middle class drivers with a 50-year out-of-date view of motoring. I'm sure it wasn't intentional but the first time I have actually seen an IAM spokesperson on the television, his comments related to a couple of OAP's waving a speed gun around like a scene from a John Wayne cowboy film of the 1950's.

Peter wasn't wearing a cloth cap ... but the pensioner was!

Tricia

Group Website

Some years ago, I took on the task of preparing the group website which had not be maintained for some time and was rather out-of-date.

My first attempt was almost a straight copy of the original with the essential changes required but since then, it has been re-written and is maintained periodically. Additionally, there is another, accessible through the Hull Daily Mail's Beehive site which I also prepared and periodically maintain.

These are our two presences on the world wide web however, the original site still exists and it seems that some search engines still point to the old site and will direct the viewer to the un-maintained and well out-of-date site. Clearly this can lead to confusion and certainly doesn't look very good for the group.

I am currently taking steps to get the old site removed from the web but as it resides in the original author's web space, I can't change it or delete it, only he has the right to do that.

If, as has happened recently, someone mentions to you that the website is well out-of-date, please ask them to access our site through the national IAM site at www.iam.org.uk or directly at www.sentinel38.karoo.net/iam. Thanks

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.

Members' Achievements

Richard Clatworthy is photographed being congratulated by one of our Vice Presidents, Ken Harbet who also presented Richard with his Advanced Driving Test certificate. Geoff Tee was Richard's observer.

The June meeting brought the presentation of test pass certificates to another two new full members.

Nick Grice proudly displays his certificate alongside Peter Richard-



son, his observer. Congratulations to Nick and thanks to Peter and the other observers for all the time and expertise given freely to guide associates to a standard of driving ability sufficient to pass the advanced driving test.

Also photographed below is Brian Hendricks displaying his newly

presented certificate with Ivor who stood in for Brian's observer, Paul Bateman who was, unfortunately, unable to attend from the presentation.

Thanks also to Ivor for providing the photographs in my absence.

Angie reports we have 8 associates under guidance at the moment and have had four passes up-to-now this accounting year.



Who's Who in the Group

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

Data Protection Act

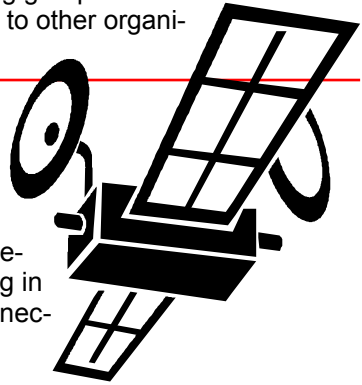
Members names and addresses are kept on a computer held by the Membership Secretary for the sole purpose of mailing group related correspondence and will not be made available to other organisations or individuals.

Have you got Sat Nav?

Listening to people who own sat nav units, there are always mixed views on what they think about them. Some say they are the best things ever and would not want to go back to being without them. Others say they are annoying in that they often end up travelling further than is necessary. Some are totally irritated by the voice saying, 'Make a U turn if it is possible'.

Some units seem to have an aversion to certain roads and will take you miles round to get to your destination. Others seem to have demonic tendencies, squeezing large 4x4s down very narrow tracks or over cliff edges! (He he!).

Have you got any views about electronic navigation or have had any experiences of sat nav units, good or not so good. Lets hear them, please.



Tricia

Phones Off!

Recent legislation has changed with regard to the use of mobile phones. If you are caught using a hand held mobile phone whilst driving it is now 3 penalty points on your licence and a fine of £60.

Using a hand held mobile phone is not an acceptable risk when driving for the obvious reason that you can't possibly concentrate on driving and talking on the phone at the same time but yet again, it is another hit against the motorist.

However you look at it, the motorist is targeted again and again. I am surprised there are any drivers left on the road as by now most of them should have loads of points. I guess the grand plan is to get everyone off the road. It would certainly keep congestion down on a permanent basis. I do agree with safety on the roads but it always seems to be the motorists Never the cyclist or pedestrian ... perhaps if they suffered penalties .. they would perhaps think twice before they acted as they do .. with a bit more thought for the drivers.

Tricia

What No Mirrors!

I recently went on another course and one of my colleagues before making the return journey decided that she would go and check her car. When she put the key in the ignition the warning light came on to say that she had to check her tyres.

Oh what shall I do, she said – well best take heed of the warning and go and get the tyres looked at is what I suggested. Will you come with me to the local petrol station and help me check the tyre pressures ... so that is what we did! As we set off down the road I noticed that the mirrors had been turned in and she drove all the way to and from the hotel with the mirrors folded in! I am truly amazed that someone could drive around and never realise the mirrors were actually folded in, especially when they had made several left and right turns! When we got to the petrol station there was a very helpful attendant but when he offered to help put air in the tyres, my colleague did not know the tyre pressures. She promptly rang her husband and he supplied the necessary information – the attendant duly put air in all the tyres and off we went – still with mirrors folded!

Tricia

Speeding Bus Lane

On a recent visit to York we were rather abruptly brought to a halt at the traffic lights because the bus in the adjacent lane took priority and triggered the lights. Not a problem you might think apart from the fact that he sped through the lights at more than 30 mph. The result being that as he carried on oblivious to the speed limit, we passed the 30 mph flashing warning light as though we were the ones who had been speeding!

If you recall I wrote an article some time ago about a bus ride to York and commented on the speed of the bus, making progress by speeding from vil-

lage to village yet having to wait at each stop to adhere to the scheduled departure times.

Doesn't make a lot of sense to me!



Tricia

Petrol Station Dilemma!

As I joined the queue at a petrol filling station, I couldn't understand why I was in a queue at all as most of the pump positions were unoccupied, so I proceeded to move around the car in front, which was obviously going nowhere.

By the time my car was almost full of petrol, the car I had passed in the queue turned up at the other side of my pump. It then all became obvious. They had been waiting for a pole position with the pump at the same side as their filler.

After performing this amazing feat they then took some paper tissue and proceeded to clean the back quarter of the car, then their hands and then went to pay!

Eventually they returned to the car, checked filler cap was correctly in place and, cleaning complete, they got back into their car, much to the dismay of the person waiting behind who, mission of getting petrol completed some minutes earlier, wanted to drive away!

Come on you guys. Look at what I have just written. Just something that happened literally within the past couple of days. I am sure the same sort of things must happen to you, so please, jot them down on a piece of paper, e-mail or even leave a message on the answerphone for inclusion in the newsletter. All these daft little stories add variety!

Tricia

4 o'clock Shadow

It's probably me being very naive but for the first time in twenty odd years I was driving home one weekday afternoon just after half past three, when I came across a huge amount of congestion at my homebound junction.

I patiently waited in the queue and occasionally moved forward one car's length. Eventually it dawned on me all the confusion and congestion was caused by nothing more than vehicles collecting kids from the local school. All the ducking and diving in and out of gaps in the queues of cars parked on both sides of the road was totally created by the very people who would shout the loudest if little Jimmy got knocked down.

I know organisations like our need and should be seen to promote improvements in driver responsibility and skill but I find it difficult personally to support the cause at school time when the kids' parents are the creators of the problem and the only offenders. Offences like these, if committed on the high street, would attract so much attention, all the parents' child benefit would be spent on parking fines.

The problem thankfully seems short lived, only about half an hour or so a couple of times each school-day at drop off and pick up times, all the rest of the time the traffic flows admirably.

It seems that accidents outside schools are thankfully very rare so from that point of view, the parent-created mayhem doesn't seem to be so much of a problem but their behaviour is certainly irresponsible and creates much congestion and delay for everyone else.

Alan

Why Should We Bother?

In a moment of weakness (I hope!), I really wonder why I bother to even attempt to maintain the standard of driving I demonstrated when I passed my advanced test.

Returning from a single trip from Sainsbury's supermarket to home, about a dozen miles, Tricia and I encountered:

- An iffy number plate BIL 8 911 on a black Porche (911 I assume) as it passed us well above the speed limit. I suppose it could have been foreign but I don't recall seeing any country plate on the car and I can't even imagine what the legal UK registration mark should be.
- With better eyesight I would have been able to read the frame number of the *underside* of a motorbike as he did a wheelie coming towards us.
- I had to slow to a crawl to allow two cyclists (one at least a teenager), sufficient space to perform their manoeuvres, one riding straight over the crown of a mini roundabout and the other totally to the right, each balancing full carrier bags in their handle bars.



- Having to compromise my position just to the left of the centre line as we negotiated a left hand, rising bend to allow an approaching motorcyclist to overtaking a queue a cars, again well above the speed limit.

I know we responsible drivers must make allowances for others but just occasionally that sense of responsibility is tested to the limit.

Alan

Motoring Words

I have long had a fascination for the precise meanings of words and how they get into the English language. There are hundreds or thousands of words with special significance to motorists that may be of slight interest.

Car

The oldest known wheeled vehicles were found in Syria and date from around 3500 BC. The Motorcar came into use in 1895 to describe the horseless carriage: a road vehicle powered by a motor (usually an internal-combustion engine), designed to carry a driver and a small number of passengers and usually having two front and two rear wheels, especially for private, commercial, or leisure use. Thus came the name: automobile. In 1882, Gottlieb Daimler wanted to develop an engine that was small, yet powerful enough to be used in a road vehicle. By 1885 he had developed the petrol engine, whose design has changed very little. He attached his engine to a bicycle, thus inventing the motorcycle. In the same year, Karl Benz built a three-wheeled car with a petrol engine but it was very heavy and slow. Daimler then built a four-wheeled vehicle using his lighter and faster engine. This was the first motor car. The word car appeared in English long before our modern vehicles were dreamt of. In the 14th century, the famous protestant reformer, John Wycliff, referred to "His foure horsid carres", - some form of horse drawn carriage. In the bible you can find 1 Esdras v. 55. "They gaue carres that they should bring Cedar trees from Libanus." (Lebanon). Strictly, car is applied to any wheeled vehicle or conveyance, which historically included carriages, chariots, carts, wagons, trucks, etc. However, these wider uses are now little used. Carriage is a closely related word meaning literally the action of carrying or bearing from one place to another; conveyance. From the 16th to 19th centuries before our rubber wheeled vehicles, the word car was associated with dignity, solemnity or splendour, usually applied to a chariot of war, triumph or pageantry. Shakespeare in Richard III, V. iii. 20, tells us : "The weary Sun..by the bright Tract of his fiery carre...". The actual word comes from Latin carrus which was then a kind of 2-wheeled wagon for transporting burdens. No way to talk about the wife!

Motor

This word is much older than the car or bike. In classical Latin, motor meant 'a person who moves or shakes (something), also in the sense of a person or thing which moves or causes to move'. It comes from the root of the common word move. Like many words the meaning changed a little in time and by the 1660's, motor was a machine which imparts motion: "Whose prime moter or spring..being set true,..the outward wheelles, motions and in-

dications cannot go amiss" (1656). Motor is applied to many machines and also to acts of will such as someone being the "prime mover" in a plan or programme. Motor - also describes a large group of nerves in man and animals. Nerves that convey information to the muscles from the brain through the spinal cord are called "motor nerves"

JMS Pearce

East Yorkshire Classic Car Show

I seem to be a bit short of photos for this edition of the newsletter so a recent visit to the East Yorkshire Classic Car Show held at Burton Constable



Hall 3rd June earlier this year was called on to fill in some of the gaps.

Most of the cars are models which, if you've been driving more years than you care to remember, are remembered often with affection, some with horror and most with a smile. "Didn't you have one of those?" can be heard throughout the day and "Remember how bad that was? I can hardly imagine doing more than 40 mph in that! But we did!"

It was a decent day weather wise and the event was well attended possibly because it was only of couple of quid to get in - a refreshing change for quite a full and reasonable day out. I could have just imagined an IAM stand







there - promoting the cause with the punch line 'Do you know how best to preserve your classic car?' I must mention it at committee as a possible for next year. After all, what better opportunity than at an event full of car enthusiasts interested in perfection?

I only spotted one IAM badge that day so I had to include a photo of that perched on the front of a Rover 2000 towing a caravan.

And a photo of Burton Constable Hall in it's delightful setting. Just a stone's throw away. When was the last time you visited?



Alan

Eco - Friendly Australians

A 2006 study found the average Australian walks about 900 miles a year. Another study found that Australians drink an average of 22 gallons of beer a year.

That means, on average, Australians get about 41 miles to the gallon.

Robert

Group 4 Meeting

Some interesting statistics reported by our Chairman, Neil, from the Group 4 meeting on April 28th this year.

- The IAM had 117,618 members as at February 2007.
- Of these, only 6,900 are less than thirty years old.
- Only three in every 1000 drivers in the UK are members of the IAM.

Whilst this last statistic should rightly boost your ego by reminding you of the significant achievement you made in passing your advanced driving test and the commitment you make annually to continue to drive to that high standard, just remember it's the other 997 in every 1000 you have to watch out for.

Incidentally, by the time this newsletter is published, another almost equally famous publication will be available in its new revised edition. The Highway Code. If it's a few years since you updated your copy, why not treat yourself to a new one. You could always put it on your Father Christmas list!

Alan

Non-UK Driving Licences

Memorandum to All Group Secretaries. 27th March 2007

We have received a number of queries recently about driving in the UK on a European Driving Licence. The material below is drawn from the DVLA and shows the current legal position.

Licences issued in the European Community(EC) and European Economic Area (EEA) That is:-

Austria, Belgium, Bulgaria, Czech Republic, Republic of Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Romania, Portugal, Slovenia, Slovakia, Spain, Sweden, United Kingdom.

A driver who holds a valid EC/EEA driving licence and is visiting Great Britain, can drive any vehicle if that licence is valid in the country of issue. The appropriate full entitlement for the vehicle being driven must be shown on the licence.

Provided the licence remains valid they may drive in GB:

Car, motorcycle driving licence holders (ordinary driving licence):

- until aged 70 or for three years after becoming resident, whichever is the longer period

Lorry, minibus, bus driving licence holders (vocational driving licence):

- until aged 45 or for five years after becoming resident, whichever is the longer period
- if you are aged over 45 (but under 65) until your 66th birthday or for five years after becoming resident, whichever is the shorter period

- if you are aged 65 or over for 12 months after becoming resident In order to continue driving after these periods, they must get a British driving licence.

The practical piece of information most raised is:-

If the driver has a licence from one of these countries, they can drive a car (the most common query) in the UK until they are 70.

Peter Rodger - Chief Examiner

Eye on the Movies

Next time you go to the movies, keep your eye out for extra information that you can pick up about every day events. These jokes have a strange but true ring to them.

- During all police investigations, it will be necessary to visit a strip club at least once.
- All grocery shopping bags contain at least one stick of French bread.
- The Eiffel Tower can be seen from any window in Paris.
- Even when driving down a perfectly straight road, it is necessary to turn the steering wheel vigorously from left to right every few moments.
- When you turn out the light to go to bed, everything in your bedroom is still be clearly visible, just slightly bluish. All beds have special L-shaped cover sheets that reach up to the armpit level on a woman but only to waist level on the man lying beside her.
- Should you decide to defuse a bomb, don't worry which wire to cut. You will always choose the right one.
- It does not matter if you are heavily outnumbered in a fight involving martial arts - your enemies will wait patiently to attack you one by one by dancing around in a threatening manner until you have knocked out their predecessors.
- A man will show no pain while taking the most ferocious beating but will wince when a woman tries to clean his wounds.

Also I can't remember where I saw this so you might have already seen it.

Graham Harper



Tricia's Tantrums

I think observation is very important and that is why I probably observe so much when driving around. I wish I had an onboard camera sometimes as I am sure that if some of the antics were recorded, they would be quite alarming when played back!

I was driving along on a very busy road with cars parked on one side of the road when I saw a wet patch on the road surface ahead. Looking across to the other side of the road, I saw some people trying to cross to join a bus queue but what was the wet patch which first took my attention. What I saw was something I could hardly believe, bearing in mind this is on a main road. A youngster, aged about two years, with his father seemingly with the brain of a two year old, was washing the wheels of his car! Unbelievable really. All that child had to do was step back to be run over or possibly dragged under a bus. The thing is that if the youngster had been involved in an accident it would be the passing driver who would probably be held responsible.

As my week progressed, the next encounter was with a motorcycle who got caught out turning right at a junction. He was stuck across the carriageway with drivers from all the other directions, including the on-coming traffic, slowing to avoid an accident. The motorcyclist turned his bike so that he was fully protected by the white hatched area. Meanwhile of course a number of drivers successfully put their own skills and judgement into place to avoid an accident. The compromised motorcyclist obviously embarrassed at being caught out, responded childishly by roaring past everyone in the queue as if to say up yours.

As I continued my journey, the next think coming towards me was some strapping which had not been secured properly to a wagon, so there is was flapping in the wind. All drivers had to move to the nearside of the road to avoid being hit by the strapping. It was amazing how it missed the speeding motorcyclist.

I'm so fed-up with people following so close that you can see their nasal hair and it just seems when you get one of these drivers either passing or turning off you are joined by yet another one.

What happed to the 'rule' of giving way to oncoming traffic, if there is an obstruction e.g. a parked vehicle, on your side of the road. I have found recently that some people think that when they pass parked cars, somehow they have a priority - squeezing their way through almost taking your door mirror with them!

And finally to end a fun packed week on the road, I followed a guy who literally went 10 mph less in every speed zone. I really just wanted to get home Friday. Thanks mate! My meal was burned by the time I got home!

I am sure with so many people in the group seeing things around them as they drive, each of you must have some stories. Go on, put pen to paper and demonstrate you observational skills.

Tricia

Wilberforce in the News Twice This Year

Those who attended the talk given by Gary Porter from Wilberforce Insurance to the Group a few months ago will remember how his knowledge of the insurance world impressed us. I resolved to consult him when my car insurance became due.

I was insured through AA Insurance Services who boasted in their renewal letter to me that they "had already searched our panel of over 20 leading insurers to find the best price we can and are pleased to confirm that your current insurer continues to offer the best value for money from our panel." They were asking for £336.28.

I rang Gary and arranged to meet him that afternoon but he took some particulars over the 'phone and had details ready when I met him. I think that his first quote was just a pound or so less but when he gave me credit for belonging to the IAM, the final bill was only £282.31, £53.97 less than that through AA Insurance Services. There was less than ten minutes left at the parking meter but all was done, printed and paid for in time and I was back at the car with a minute to spare. I was very pleased that Gary had come to talk to us.

Gary's phone number is 01482 326872

Geoff Beecroft

Ask the Expert

You can blame Adam Wilson for this one Ivor, as you have been nominated as the expert!

Anyone got any really awkward, difficult to answer questions - preferably about cars or driving? Any others should be addressed to your GP.

Adam suggested we should have an 'Ask the Expert' section in the newsletter or our web site so that members and associates or anyone for that matter can receive considered, reasoned answers to their motoring problems.

It sounds like a good idea. It could cover almost any topic like the interpretation of the national speed limit sign. I'll start it off.

The national speed limit sign should be interpreted differently depending on the class of road to which it applies. On a motorway, for a car, the limit is 70 mph. On an A class, single carriageway road, the limit is 60 mph but on an A class stretch of dual carriageway, the sign should be interpreted as 70 mph. It occurs infrequently but how would the sign be interpreted on a dual carriageway B class (or unclassified) road? 60 or 70 mph?

If you want, you can ask questions by contacting me or any other committee member or you could post your question on the group web site either accessed from the national site or at www.sentinel38.karoo.net/iam

Alan

Drivers Aged Seventy and Beyond

Recent publicity, in the media, on road crashes caused by errors of drivers over 70 years of age again brings the subject of whether drivers of this age should have compulsory medicals/driving assessments.

Having now reached this age I feel I can now give my opinions objectively, not just to 'have a go' at this group of drivers. While the over seventy drivers have, percentage wise, less crashes than other groups, in fact crashes they are involved in per mile travelled is the highest of any group.

The two main issues are the medical condition and the standard of the driving of the driver.

Taking the medical condition first. Drivers of large minibuses, whether driving professionally or voluntary, are compelled to have a medical if they wish to retain their licence to drive this group of vehicles, when they reach the age of 70. While appreciating there are more passengers on a minibus than a car, surely the results of a crash can be equally serious in either vehicle. The required medical is conducted by the driver's own doctor, at a cost of around £90 and I feel should apply to all drivers over 70 regardless of what type of vehicle they drive. While appreciating this is a fairly large amount of money, anyone running a car will know the costs are high in any case. As a voluntary minibus driver I have had this medical in order to keep group D1 on my licence but if I had not, I would still have taken it voluntarily, to satisfy myself of my medical condition and answer critics of the older driver. At the renewal of the driving licence, every three years, I feel the medical should still apply.

A recent program, on television, while highlighting an extreme case - a 101 year old driver - did show the problem. This driver felt he was fully competent to drive, even though he took several minutes to back his car out of his driveway and even more seriously twice backed over the opposite footpath, where there could easily have been pedestrians. He obviously did not appreciate the seriousness of his actions.

This moves into the second issue of the driving competence of the over 70 driver. The suggestion of taking the normal 'L' test does not, to me, seem practical because firstly could the present driving test system cope with the increased numbers and secondly how many of the drivers would pass, as it is generally accepted that over 50% of qualified drivers, regardless of age, would not reach the required standard if they took the 'L' test. What is required is an assessment checking the safety aspect of the driving - although again is there sufficient manpower available to carry this out?

Although we know one answer is to prove one's competence by taking the IAM test, should consideration be given to modifying the requirements to suit the older driver. Perhaps this radical thought is the 'sting in the tail' of my article. What I have in mind is to put the emphasis on driver plans, acceleration sense and safety and be more flexible in the subject of 'making

progress'. I hope, at the age of seventy, I can still make safe progress but accept some drivers, older than me, may not feel the need to be overtaking so much or keep up to some speed limits - although impeding the progress of other vehicles must always be considered.

Food for thought!

Ivor Nicholson

Chairman's Chatter

As most of you will know I was elected Chairman of our Group at the AGM in March. It has since struck me that, as a relatively new member (I only joined in 2005), it might be a good idea to let those of you who do not know me have a little insight into my background.

I retired from the Royal Navy in February 2004 after just under 30 years service. During this time I managed to get to various parts of the world, new and old and drove, usually a Land Rover, in several of them - an experience in itself!

Returning to the East Riding, I became an Associate in early 2005 and an Observer later in the same year. After some gentle arm-twisting from our President, I joined the Committee in 2006. From the start I was impressed by the dedication and commitment of the Committee members.

Much time and effort goes into organising the Group's activities, as well as a lot of head-scratching about how we can give you what you want and also to help expand our membership. To this end it is important that we receive feedback from all of our members, young and not so young. Bright ideas, wacky ideas and suggestions will all be considered. So, do not be shy. Either buttonhole me at the monthly meetings or telephone me (my number is given in the Magazine) to give me your views and ideas. If you cannot get in touch with me then contact any of the Committee. We do not bite. Only then will we be confident that we are providing the best service to you. I look forward to hearing from you.

Neil Scruton

I've sure got old!

I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded and subject to blackouts. I have bouts with dementia, poor circulation; can hardly feel my hands and feet anymore. I can't remember if I'm 85 or 92. I've lost all my friends but, thank God, I still have my driver's license.

Robert

Tricia's Tantrums - (Volume 147!)

Coming up to a junction intending to turn left there was a woman in a people carrier waiting to pull out. I could hardly believe my eyes she was feeding her baby from a bottle! When she saw her opportunity to make her exit from the junction, she took the bottle from the baby, kept hold of it and steered away sort of one and a half handed! Strange thing was it said on the back window 'Baby on Board'. Perhaps it should have read 'Idiot on Board'! The baby would probably have had more sense.

Heaven forbid if she had been breastfeeding.

It seems some people just think when they need to change lanes to pass an obstruction on their side of the road they can do it simply by moving into your lane and totally disregard the possibility of other traffic moving back again when the obstacle had been passed none the wiser. Perhaps the rules relating to lane discipline have been removed from the latest copy of the Highway Code. I really must check.

Tricia

The Great Navigational Scatter/Orienteering Event

Sunday 5th August

Suitable for Cars or Motorbikes; this is a Family event open to IAM members, associates and non-members.

We will be starting from Morrison's Car Park, Beverley. Briefing at 1345 hrs for a start time of 1400 hrs.

Bring along family and friends and have a fun afternoon, driving the East Yorkshire countryside, tackling some clues, cryptic questions and map reading; finishing at 5 pm in a 'Watering Hole' where meals can be purchased and where the results will be calculated and prizes presented!!!

You will be given a map to navigate with but additional maps OS (1:50 000) sheet #106 & #107 or road atlas could be useful!

You will be given a 'Clue Package' and a 'Desperate Dan Envelope' in case you get lost!!

You will need a pencil or pen.

You will need a full tank of petrol.

Money if you wish to eat at the end.

Please ring Angie Bird, Paul Tee or Andrew Noble so we have a rough idea of numbers attending. Telephone numbers in this magazine.

Angie