

Hull & East Riding Group of Advanced Motorists

www.iam.org.uk/hull

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Newsletter

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Winter 2008/9



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RIVERSIDE MOTORS

HULL AND DONCASTER



Volvo for life

From the Editor

The committee and I would like to offer true thanks to Lee Fothergill and his team at Riverside Motors for so generously sponsoring our newsletter covers over the past year. A very professional job which presents our newsletter in the best possible light. Thank you.

Thanks also to those of you who have take the trouble to submit articles for this edition and I know everyone else's list of new year resolutions will include a promise to write something, anything, for next year's newsletters.

Into December and most of us have experienced snow, ice and hail already. I suppose needless to say to advanced drivers but do make sure you use plenty of concentrate in your washer water to prevent it from freezing and replace your wiper blades if they are anything other than good. Advanced driving is 80% observational and if you can't see what's going on outside, you've lost before you've started. So keep all your glass as clean as possible including your headlights which, even when dipped, can dazzle oncoming road users if splattered with mud or dried salt.

Please, use rear fog lights as you are supposed to and have some consideration to others following. Lit rear fogs in a queue of traffic, particularly at night, serve not purpose at all other to blind and irritate the fellow behind. Please think.

Along similar lines, the advice given by most automatic car manufacturers to leave the gearbox in drive during short stops requires the use of a brake to prevent the car from creeping forwards. Consider using the handbrake in such circumstances, if you can, to prevent the high level brake lights from drying out the eyeballs of drivers queuing behind.

I would like to thank the committee for all the work they do behind the scenes. They meet every other month to discuss and resolve problems which occasionally arise and help keep the group on course. I did a couple of years on the committee so I know it does require commitment and dedication to achieve all our group does achieve. They work on behalf of the membership so if you feel something isn't right or could be improved or have a suggestion for something new, please contact any committee member. They will be delighted.

Have a great Christmas break and a healthy and pleasurable new year!

Alan

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

Friday 6th March.

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

Newsletter Editor: Alan Clark

38 Curlew Close,
BEVERLEY
HU17 7QN

Tel: (01482) 861207 (answer phone)
E-mail: iam@sentinel38.karoo.co.uk

Visit our Group web site at www.sentinel38.karoo.net/iam

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Chairman's Chatter

I have done a fair bit of motorway driving in the last few months, more than usual in fact. On some occasions the roads were quite lightly loaded and on others the traffic was heavily concentrated. Some of the driving was exemplary, and certainly of the standard that we have attained as advanced drivers. Equally, the standard of others left a lot to be desired. A normal day's driving on our motorways you would say. And I would certainly agree. However there is one aspect of motorway driving that I think has got much worse recently, although you, dear readers, may disagree. That is joining the motorway.

When I was taught to drive, it was instilled in me that the traffic actually on the motorway had priority over joining traffic on the slip road. Thus if joining the main carriageway meant that I impeded vehicles already there, then I had to remain on the slip road, and even stop if necessary. In the intervening years this law has remained in the Highway Code. But how often have any of us seen a vehicle actually stop on a motorway slip road in the last few years? Not many, I would wager. It appears that many drivers believe that they have a right to join the motorway at their convenience and if that forces other drivers to brake or have to change lanes, well so be it. I suspect that we have all been there. Fortunately, as advanced drivers we expect the unexpected and have anticipated that this might happen and have thus adjusted our driving plan accordingly.

Now I know that since I began driving traffic density has greatly increased and so has the pace of modern life. Motorways are there to enable drivers to

get from A to B as quickly as legally possible. Time is money as they say in the business world. But surely joining a motorway in accordance with the Highway Code would make all our lives easier and less stressful, without adding more than a few seconds to our journey. Above all the possibility of an accident would certainly be reduced and that must be worthwhile.

Neil



The photograph above was snapped by Neil on a trip to Venice. It shows a bicycle hire business or at least what *used* to be a bicycle hire business.

Times must be hard. You can just make out the odd saddle or handlebar peering out through the forest of weeds growing through the undisturbed frames.

Data Protection Act

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

ICE, In Case of Emergency

Most of us carry our mobile phones with names & numbers stored in its memory.

If we were to be involved in an crash, or were taken ill, the people attending us would have our mobile phone but wouldn't know who to call.

We normally have many numbers stored; but which one is the contact person in the case of an emergency?

Hence this ICE Campaign.

The concept of ICE is catching on quickly. It is a method of contact during emergency situations.

As mobile phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during an emergency under the name ICE.

The idea was thought up by a paramedic who found that when he went to the scenes of accidents there were always mobile phones with patients but they didn't know which number to call.

He therefore thought that it would be a good idea if there was a nationally recognised name for this purpose.

In an emergency situation, emergency service personnel and hospital staff would be able to quickly contact the right person by simply dialling the number you have stored as ICE.

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc It may help in an emergency situation.

Suggest you inform your relations, friends etc. of this campaign, if YOU think it's a good idea.

RHT

The World's Easiest Quiz?

Passing requires 4 correct answers!

- 1) How long did the Hundred Years' War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get cat gut?
- 4) In which month do Russians celebrate the October Revolution?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands in the Pacific are named after what animal?
- 7) What was King George VI's first name?
- 8) What colour is a purple finch?
- 9) Where are Chinese gooseberries from?
- 10) What is the colour of the black box in a commercial airplane?

Check your brilliance score elsewhere in this newsletter!

Graham Harper

Test Passes and Achievements

Hearty congratulations go to Catherine Moss on passing her Advanced Driving test and also to David Spencer photographed below with Robert Thomson, our stand in Chairman for the September meeting.



In September the group had achieved 16 test passes with another nine Associates waiting test dates. For a modestly sized group that's not bad at all and well on track to meet our annual target.

Just to get two mentions Catherine Moss, after having passed her test before

the September meeting, came to the October meeting to have her photograph taken with her Observer Andrew Burns!

A face familiar to all the regular monthly meeting attendees received her certificate on successfully reaching advanced standard. Dominique



Dixon looks pleased to receive her certificate. Thanks go to Jo Cross, Dominique's Observer and to all the other Observers who give their time so freely to promote road safety in the area.



Robert Freeman, Observer John Pearce and Jack Harland, Observer Jo Cross were not available to photograph but were also successful in their advanced driving tests.

A rather unusual event, mother and daughter, Patricia Hutty and Anji

Sewell were both presented with their certificates in October after successful test passes. Observers Bill Cundill and yours truly.



The next recipient of an advanced driving certificate was photographed with a work colleague of several years standing. Rosemary Garmston received her certificate from our Vice-President Assistant Chief Constable Stuart Donald.

Rosemary's work involves her organising police vehicle repairs so it is especially fitting that she has now achieved a certificate of driving competence herself. I don't think I would like to be a rookie officer, from now on, having to confess to Rosemary that



his poor driving had smashed up a police car.

Rosemary gratefully presented Observer, Jo, with a delightful bouquet in gratitude.



A further four test passes were announced at the December meeting. Robert Stebbings, observer Bill Cundill and Lee Hodgson, observer Angie Bird were not present to receive their certificates but Leonie Brooks, observer Frank Watson and Andy Naylor, observer Neil Scruton are photographed here looking very pleased with themselves, and rightly so, proudly receiving their certificates. Andy explained to me later that he was the winner of our manoeuvring competition a couple of years

ago when we joined the Car Safe event at the Humber Bridge. Due to personal circumstances it has taken him this long to pursue his prize. Still, it's nice to know that the prize has led to another local driver reaching advanced standard. Well done to you all!

As always the observers also deserve sincere thanks for supporting all our associates through to full membership.



Who's Who in the Group

Honorary Life Members	Doug Harrison Dennis Blackburne Eileen Found		
President	Ivor Nicholson		875791
Vice Presidents	Stuart Donald Ken Harbert		871443
Chairman	Neil Scruton	01964	552932
Secretary	Andrew Noble		627497
Treasurer	Beryl Day		833351
Associate Coordinator	Angie Bird	01377	253177
Publicity	Wendy Robinson		
Minutes Secretary	Wendy Robinson		
Meetings Coordinator	Robert H Thomson		844764
Hosts	Bill Cundill Jo Cross		643429
Other Committee Members	Angie Bird	01377	253177
	Stuart Donald		
	Stephen Mills		667045
	Paul R Tee		820797
	Robert H Thomson		844764
	Frank Watson		823535
Chief Observer	Ivor Nicholson		875791
Senior Observers	Angie Bird	01377	253177
	Bill Cundill		643429
	John Pearce		654165
	Neil Scruton	01964	552932
Senior Observers (Advisory)	Stuart Donald Doug Harrison		
Group Shop	Ivor Nicholson		875791
Refreshment Sales	Geoff Beecroft		781876

Howdy Marshal!

Most of us from time to time spare a passing minute to watch some sort of organised car racing. Most of the time our eyes are focused on the cars as they speed around a track or rally stage of some sort. The favourite's in the lead then ... the racing is halted and as if by magic, colourful individuals appear and start waving equally colourful flags at the drivers. What's that all about then? Well now I and the other members and associates who were at the November meeting know.

The last marshal I was aware of was Wyatt Earp or was he a sheriff? All the colourful flags are attached to modern day marshals and yes, they are still responsible for the welfare and discipline of the community but these marshals look after the racing community.

Sara Handley was kind enough to show the group numerous photographs of her experiences with the Darlington and District Motor Club as she explained the many roles she and her fellow marshals undertake. Although all volunteers, these racing officials are relied on to supervise and control at any kind of race meeting: club rally, national event, formula one. Sara explained that she had enjoyed 48 days of marshalling this year and had met many celebrities from the world of motor sport.

The term marshal is very broad but appears to be applied to any official who has responsibility and authority around the circuit and even appear in race control. You could say all those individuals who don't have all the fun, unlike members of the race teams but it was clear from Sara's photos that the marshals, despite perhaps being banished to some far flung corner for eight hours, manage to spice up their day when duties allow.

Rally marshals are those guys with the whistles who warn everyone of the impending arrival of an air-borne rally car as it powers over a hill crest. A vital safety role as mid-air braking for cars has not yet been invented.

Those marshals with the colourful flags around most circuits are track marshals and they should operate as teams of a post chief and two flag marshals located strategic points around the track. They are the eyes and ears for race control and the post chief is in radio communication to alert race



Sara always on the look-out for a new recruit!



control of any incidents spotted by either of the flag marshals, one watching up-stream and the down.

Other marshals are skilled as rescue crew or in recovery techniques. We have all seen a formula one car being lifted from the track in Monaco.

Ok, perhaps that does require very specialised knowledge but recovery marshals none-the-less.

Virtually at any location around the track, in the paddock area, on the starting grid, in the pits and in race control itself marshals are to be found and although seen by the general public only on occasions of incident, without them racing would simply be too dangerous to contemplate other than by the foolish or as a computer game. Rewardingly though, the drivers do understand and appreciate the essential work performed by these volunteers and go out of their way to make frequent appearances and, I suppose over time, become chums.

The marshalling fraternity is well equipped to take on trainees and if you ever fancy standing within a few feet of a speeding, racing car separated by only a strip of Armco or a few straw bales, becoming a race marshal could be for you and if you like dressing up, even more so!

It was clear from Sara's photographs that it really is a fun pastime and there is an obvious feeling of being part of a team performing an enjoyable function tempered with the knowledge that the work is essential and serious.

Sara kindly handed out copies of the flag signals used and understood universally at race meeting as well as world wide web addresses for marshalling organisations. If anyone is interested in either of those send me an email or contact me somehow and I will pass on the information.

Thanks from the group to a very confident Sara for showing us her photos and explaining some of the procedures and her experiences while clearly enjoying her chosen pastime.

Alan

Allan Marshall's Humbers

Many members of a few years standing will recall the visit the group made to a local treasure house. An historic collection of vintage Humber cars – probably the largest in the world – is located right on our doorsteps and although it is a truly extensive collection, very few people are even aware of its presence. The exception to this will be local people who have asked Allan Marshall to arrange their wedding transportation.

Waist-coated Allan entertained the meeting with his stories of events which have occurred over many years: from his father, Reg's experience of driving Humber Staff cars during his days in the armed services to recollections of Mrs Smith shouting, "Hello Allan! Remember me? You did my sisters wedding four years ago. How's Julie keeping?" To which Allan might well have replied, "Well just like any elderly lady, treat her well, keep her topped up and service her every now and then and she should keep running for a few more years yet!" For the unenlightened, Julie is one of Allan's cars, remembered fondly by him, his staff and previous customers alike.

After a talk to the October meeting Allan once again extended his hospitality to members and associates interested in viewing his rare and historic collection of Humber cars.





I personally have no idea of the monetary value of his collection but the historic value is incalculable. Where would you go to see a Humber once driven by Sir Sterling Moss or owned by the Queen Mother or the Baroness Rothschild? Edward and Mrs Simpson once had a Humber. You'd never guess you'd find it in Hull unless you'd already visited Allan's premises.

Some of the cars work for a living and can often be seen round the roads of Hull and East Yorkshire in their smart black pearl over shell grey livery – a smart and practical colour scheme from the catalogue of Thrupp & Maberley. Others have seen better days and exist in a range of conditions from 'as acquired' in the case of Edward and Mrs Simpson's to 'in need of a full restoration.' In many respects, it's nice to see such cars in their many conditions. Some are fully operational and still earning their keep while others have simply been preserved in their state of decline. It is nice to see an older car not brought back to showroom condition but restored and maintained sympathetically and in complete harmony with its age.

It is a shame that Hull City Council do not recognise this museum on its doorstep. I suspect there are complications because of the commercial aspect of the collection but with some help and publicity from them, the many visitors from all around the world who already visit to view this historic collection could increase and so stimulate local tourism in some small way.

Alan

Group Meetings

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

For those of you who might like to attend the next meeting, the Group web site at www.sentinel38.karoo.net/iam gives a MultiMap location.

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

The meetings are open to all; Members, Associates, guests or just anyone who is interested in discovering how to improve their own driving skills and so contribute to road safety.

Christmas Bash

Continuing the long standing tradition, well for the second year at least,



the group celebrated Christmas at our usual venue. In lieu of the usual formal(ish) bit and a speaker, we enjoyed the presentation of some certificates and some mental exercise in the form of motoring based questions thanks to the efforts of Stephen Mills who produced a couple of thought provoking quizzes. I think everyone agreed with Neil's comments when he thanked Stephen for the entertainment he provided. It was especially appreciated by Robert who, for the only meeting in the year, didn't have to arrange for a guest speaker.

The evening continued with a superb buffet which had been prepared by a nice cheery bunch of caterers. Although not photographed here, Dominique cooked a chilli which was appreciated by everyone I spoke to who tried it. Perhaps that will become part of the Christmas tradition as well?

As we did last year, members were asked to bring along some cans of food or dried goods to help Jonathan and his crew with their good work particularly welcomed at this time of year. Jonathan thanked all the contributors for their very welcome gifts.

I think it fair to say that everyone had a very pleasant evening and the committee and members would like to thank Jonathan and his team for providing the venue and organising such an excellent meal.

There were two rather special awards made at the bash. The first was to Angie Bird who as well as being a committee member, Senior Observer and Associate Coordinator has also guided 20 associates through the advanced test. Angie was presented with a Silver Award to recognise this achievement.



Bill Cundill was presented with a Platinum Certificate in recognition of his achievement of guiding 50 associates through the test.



An Neil pointed out, totting up all the time required to guide this number of people to test standard, Bill has made a truly significant contribution to the group and also to all those individuals who are, hopefully driving around in a much safer manner than they perhaps otherwise would have.

Well done Angie and Bill. Dedication indeed.

Alan

Alcolator

Before I opened the monthly free-sheet from the East Riding Council I noticed a round thing, about the size of a CD, concealed, along with another leaflet about improving GP access, within the polythene sleeve. Curiously I opened the packaging to find the round thing was a sort of calculator consisting of two glossy card disks riveted at the centres so one could rotate relative to the other. One disk bore the words 'D-rinkAware.co.uk Unit Calculator'. It turned out to be an alcohol unit calculator which allows you to determine how many units of alcohol are present in a particular drink.

As responsible drivers I would hope that our rule for drinking before driving is simply DON'T whatever the time of year but disregarding that for a moment, few people have any idea about the number of units of alcohol in a particular drink. Although this is easy to calculate, simply multiply the volume of drink consumed in millilitres (ml) by the alcohol content (%) and divide by 1000, a quick twiddle of this device tells you easily how many units are present while reminding you of the recommended maximum daily limits for men and women.

In terms of usefulness, hats off to the East Riding Council (did I really say that?) for promoting responsible drinking.

Most people will, over the holiday period, partake of some form of alcoholic beverage and most will do so responsibly but I suspect most of those would be surprised at the number of units consumed. A home-poured glass of wine is likely to contain more wine than a bought glass and a premium lager is likely to be significantly more alcoholic than a standard lager.

There is little wrong with drinking responsibly, after all for many years Britons only survived by drinking fermented brews – even the children – when water supplies were of poor quality and contaminated with disease. Nowadays people tend to drink socially rather than through necessity and often parties and other social events are all the better for it. Unfortunately the pressures of modern life perhaps encourage excessive drinking and when mixed with other modern pastimes like hanging around in groups on street corners or driving can cause mayhem.

Seeing as this is a motoring newsletter, let's review drinking and driving. I'm no expert (so shut up then! did I hear you say) but as far as I know:

- There is no safe limit for alcohol consumption before driving. Any alcohol consumption will affect you.
- There is no specific amount you can drink before you are 'over the limit'. 'I've only had a pint and a half' doesn't work.
- Drinking with a meal does not permit you to drink more it only affects alcohol absorption rate.
- Alcohol takes time to metabolise sometimes longer than over-night. You could still be legally incapable of driving the following morning.

• Alcohol distorts your judgement. You will always be the last person to recognise this.

If by now you now feel like topping yourself then I apologise. That was not my intention. Get your feet up and enjoy a nice bit of telly – it should be good if you haven't already see 'Jason and the Argonauts'. Have a drink but don't drive.

Alan

Your Brilliance Score!

Remember, you need 4 correct answers to pass.

Check your answers below.

- | | |
|---|--------------------|
| 1) How long did the Hundred Years War last? | 116 years |
| 2) Which country makes Panama hats? | Ecuador |
| 3) From which animal do we get catgut? | Sheep and Horses |
| 4) In which month do Russians celebrate the October Revolution? | November |
| 5) What is a camel's hair brush made of? | Squirrel fur |
| 6) The Canary Islands in the Pacific are named after what animal? | Dogs |
| 7) What was King George VI's first name? | Albert |
| 8) What colour is a purple finch? | Crimson |
| 9) Where are Chinese gooseberries from? | New Zealand |
| 10) What is the colour of the black box in a commercial airplane? | Orange (of course) |

What do you mean, you failed?

Me too.

Pass this on to some brilliant friends, so they may feel inadequate too.

Graham

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.

An Evening at Pocklington Fire Station

At fairly short notice the Group was invited to a Road Safety Evening, organised by East Riding County Council, at the Pocklington Fire Station. Representatives, (who had all set up stands) attended from the Police, the Community First Responders, the Ambulance Service, the A1079 Safety Group and of course the Fire Service. Our team consisted of Jo Cross, Robert Thomson and myself. There was limited display space so we just took our display boards - as usual ably organised by Robert - which, together with a table provided, made our stand comparable with the others. The event was open to any members of the public and had been advertised locally.

Photo by RHT



As there were people from the council and others connected to the fire service etc. present, it was difficult to say how many of the general public attended, but would be in the region of 20/25.

After about 30 minutes, when people had been free to walk around the stands, an indoor demonstration was given by, the Fire Service, on removing an injured person from a car using a spinal board. The car was specially prepared with the roof designed to be lifted off in sections, so the main object was to show how the casualty was handled.

Everyone was then invited upstairs (leaving Robert to man the stand) for a presentation by a Fire Brigade Road Safety Officer – having first been warned it was very graphic and could upset some people. The presentation was designed to be given to people in the 16 to 25 year group and the DVD pictures were taken from real crashes, with the permission of the families. To say it was graphic was an understatement and it was certainly designed to shock. I stood at the back so had a good view of the audience and could not help but notice that practically all the men present had either grey hair or were bald. There was certainly no one, male or female, present under 30 years of age, again demonstrating the problem of getting the younger drivers interested in road safety or improving their often limited driving skills. Each person was given a raffle ticket and at the end of the presentation a draw took place. The first two prizes were vouchers for an I.A.M. 'Drive Check', paid for by the County Council. As the York Group is nearer to Pocklington it may be that the winners will opt to take their 'Drive Check' with York.

The final part of the evening took place outside – in the cold! – being a demonstration of cutting a casualty out of a car. The car selected was fortunately not mine, which was parked close to the action, but an old Fiat. Accompanied by an excellent commentary, we saw the whole procedure of removing the roof and driver's door complete with 'B' pillar and then the removal of the casualty on a spinal board.

It was altogether an excellent evening and it was just a shame more people did not attend, particularly younger drivers.

From our Groups point of view I do not think any new associates will come from the evening because, as previously mentioned, Pocklington is nearer the York Group than our Group (we were invited as it was organised by the E.R.C.C.) but it was still a useful exercise to get back into the routine of manning a stand and talking to the general public.

Ivor

More Bad-Press for the Police

As you know I often read the news by looking at the text and I thought the way this one was worded was quite funny.

'Police are to question two men on suspicion of murder after a body was found in a Derbyshire graveyard.'

Tricia

What's the Rush?

Well speed of course! Wow, the adrenaline is surging, the foot hard down, the steering wheel gripped (white knuckles) and all I can see is the open road ahead. That's a rush, a rush of speed.

Now I have building lines, pedestrians, parked cars, junctions, schools, cyclists determined to wobble and weave and loads of other cars, lorries and buses. Now what is my rush? Well I don't get the rush – all I want to do is slow and take things easy, whilst driving with the flow of the traffic or perhaps a bit less, give myself time to read the mayhem around me. Being alert to the feet I can see under the back of that parked vehicle, looking for the 'posty' when I see his or her mail van parked up, watching the group of kids balancing on the kerb edge – is one of them going to 'break dance' into the road?

By now you will have the scenario and most of you will have slowed down and be on high alert, or will you?

I have guided a few associates through their test and had a very broad spectrum of abilities to work with. I have also been privileged and encouraged to have a fair number of under 25 candidates and have enjoyed their enthusiasm and, with most, their willingness to take on board the 'tricks of the trade', which most of us only come across by doing further training. When explaining how to 'read' a bend one candidate said, almost angrily, 'Why don't they teach us this in our learner test?' My answer was 'They don't have time, they are too busy trying to teach you the basics of car control and road sense'.

I have gone off at a tangent a bit so I will return! My thought started with speed and that was instigated by my thoughts of candidates I have coached. I have to say that the under 25s are much more aware of the speed they are doing in town than older drivers and are better (in my opinion) at sticking to urban speed limits. After all the criticism young drivers get, that's a turn up for the books I hear you say.

Then I open The Times on Thursday 4 December and find an article on 'Why speed cameras hit over 60s hardest'. I still decided to write my article.

The transport correspondent of the Times, Ben Webster, gives the O'60s an excuse for breaking speed limits as their experience of having had to use their own judgement on a safe speed, because there were far fewer speed limits when they passed their test! Small villages on main roads would not have had a 40 limit, instead common sense would have applied and the driver would have slowed down to a reasonable speed. I have been a passenger with associates and friends who are nearing the O'60 age and within the O'60 age and been driven through villages WITH a 40mph limit at well in excess of that limit, if they have even seen the limit, when in my opinion the maximum of 40 was too fast! So where has all this 'common sense' approach got us? It seems to me nowhere and so we have ended up with load of speed limits.

Another of the excuses to this older driver speed excess, in urban situations, was given as 'Too difficult to look at the speedometer as well as concentrate on other traffic conditions'. Should you be driving at all?

Take a lesson from the younger driver in this aspect. Maybe they can multitask in the cockpit better than the older driver or is it that the older driver is incapable of cutting a conversation when driving conditions get just a bit more hectic. Maybe that 'Sunday drive in the country' is not applicable any more because there is more traffic. We, as drivers, should be concentrating on the road, instead of having a conversation with Auntie in the back or having a good gawp at a tourist attraction!

I am not saying that all the young drivers, I have encountered, are good at keeping to speed limits but they appear to have better skills to enable them to 'catch on' quicker. They are not shrouded in years of bad habits and lack of training since passing their test – 43 years for someone who passed their test at 17 and has just turned 60. Wow! That is a hard ask of the older driver and one I am not oblivious to. I too had some bad driving habits when I joined the police and know how difficult it is to break them but the then basic driving course (equivalent of the IAM test) knocked them out of me, only to be spoiled by another 20 years of little or no training when I picked up more bad habits. BUT the SYSTEM remained with me and it was not a great effort to get back on track to pass my IAM test.

I know that I don't want a speeding ticket. I also know that to speed in an urban situation is folly. I could not live with the knowledge that a child or other person had been killed because I had hit them at a speed over the limit, when I could have been on or just under the limit and still, unavoidably, hit the child or person BUT that they had lived. Hello – all I have to do is slow down!

Do the scanning process with your eyes when you are driving – far, near and a glance at the speedo - far, near and a glance at the speedo. That way you will know when the needle is hovering above the 30/40 mark. Get used to those marks on your speedo. Get used to the sound and feel of your car at 30 and 40 and you will find it a lot easier to drive within the limit. Drop a gear if it helps – 3rd in a 30 – 4th in a 40. Please don't treat the limit as a target; it is a LIMIT and if conditions are not right to do 30/40 then slow down to a more appropriate speed. Yes, even though you don't like the limits being imposed on you, you still have the option of using your own judgement on speed within that limit. Use the cruise control if it is a long and frustrating 30 or 40 and certainly through average speed cameras to stop any misjudgement between one camera and another!

Know the physical signs to help you know what the speed limit is. If you miss the first sign, the presence of street lamps is a good clue. That usually means a 30 but if you are not sure then stick to 30 and watch for any repeater signs to signify a 40/50 or national speed limit. Once you see the repeater signs then you can up your speed, don't get caught out. Please don't slow to

30 on a motorway with traffic running at 70mph just because you have seen street lamps! They are usually there to light entry/exits round a service station or some other tricky section of road and they will usually have repeater national speed limit signs on them.

Generally there are no 30 repeater signs – another clue – except where the street lamps are very wide apart or missing. When you see the national speed limit sign it is not the winning tape to be sprinted through! Wait for it – hard at times when the pressure is on from behind but if you wait you won't be liable for a speeding ticket!

My philosophy, as a late O'50, is; I will stick to speed limits because it is safer for other road users and I can concentrate on the road conditions and planning ahead. Also I don't have to watch for camera vans and camera sites and am less likely to collect a speeding ticket.

My rush? Trying to drive well up to (if conditions allow) but within the speed limits.

I don't need to rush to get a rush!

Angie Bird

Thinking of Taking the IAM Training and Test?

(or Confessions of a Newly Passed Member!)

I had, for many years, considered taking the IAM test but it was one of those things I never quite got round to. I finally took the plunge in 2008 and if you are wondering whether to do the same, read on. If you are a full member yourself, then perhaps this may bring back memories of those days of training and practice.

Of course, my driving was already superb. It has been said that there are only two ways to insult a man, one of which is telling him he is bad behind the wheel, I'll let you guess the other. Reading the Advance Driving book I already was doing most of it, just needed a few odd corners polishing off. Full of confidence, Mr Observer and I met up for our first run.

Driving to meet someone who was going to watch every move I made meant I was actually full of nerves and at one point made a loud, painful SKERUNCH from the gearbox on the way, but Mr Observer and I got on well. Over the course of the next few months and half dozen or so runs, we discussed several things that came up. We addressed matters that needed improvement (yes there were some, even for a superb driver like me). I also raised various issues that had arisen while I was driving at other times. The IAM is not just about the runs and test but thinking more about the driving standard all the time and improving the standard of driving every time the engine starts.

On the day of the mock test with Mr Senior Observer, I felt like I was back to 17 years old and my first test again. But Mr Senior Observer was under-

standing, we had a good run, and with a few comments, he was overall satisfied.

So I met with Mr Examiner for the Big One. With my nerves jangling, he explained what the IAM looked for, but not in a critical way, but more with the view that I had proved to Mr Observer and Mr Senior Observer that I could reach the standard, just do what I normally did, and prove it to him. After a few minutes I started to relax, and as I discussed points on the drive, he responded. As we went on, I felt my standard of driving was meeting the standards Mr Observer had laid down. But had I made any automatic fail errors? Had I crossed that solid white line? Had my speed crept up over the limit? Had I blown it all in one silly little mistake?

Back at the car park, we reviewed the drive. As Mr Examiner discussed each part in turn saying he was satisfied for that stretch of road, and raising a few points of observation, I waited for the big BUT, and yes, I was sweating on a November day. But the BUT never came and he uttered those immortal words "So overall I'm satisfied with your standard of driving this morning". WAHAY. I'VE PASSED.

With the right to display the badge comes the responsibility of meeting the standards, and showing other drivers that it means something. My wife has commented that my driving seems smoother, and more under control. I did have things to learn, I did have improvements to make, and the IAM Skills for Life package did just that. The truth is that you never stop learning, every situation behind the wheel is a potential new experience or hazard. Passing the first test means you are allowed to learn on your own, passing the IAM test means you are further up the learning curve, but the mathematical readers will know that a learning curve always gets closer to the peak, but never quite gets there. That is the goal of an advanced driver, to get better and better, but never to stop learning.

Keith Lownsborough

Brush Up – Don't Crunch Up

Don't get complacent with your driving especially if it is a while since you passed your IAM test. It is so easy to get into old ways and bad habits. (Of course we are all good drivers aren't we?) We can't and don't want to take that badge away from you but we can advise if you have developed any driving googlies!

Your observers are all checked every year during a drive, to ensure their teaching and driving skills are maintained to a high standard.

So please ask for a run out with one of our senior observers, just as a brush up, to get some cobwebs out of your driving or perhaps learning a strategy to cope with driving as we get older. It would all be confidential and free!

Angie Bird

One For The Road?

For the September meeting Robert had to call in the AA and, as he pointed out, there is some kinship between the other 'AA' and our meetings venue but this 'AA' is the one that fixes motor vehicles. Alan and Michael from the York area came to explain a little about the Automobile Association, now re-branded simply as the AA, the membership options and services offered.

A show of hands indicated that many of the Group had at least some basic form of help available in the event of a breakdown, mechanical if not mental. Reassuringly for Robert a reasonable proportion obtained this assistance through the AA.

The basic AA membership level, called Roadside Assistance gives the member help with a vehicle failure providing the event occurred away from the home. The cover allows the AA service operator to fix the vehicle by the roadside or to recover it to a nearby garage where the owner could arrange the repair.

There are then options that can be added depending on your needs. These are Relay which, in the event of a breakdown, permits the driver and up to seven passengers to be transported to a destination of his choice. Home Start, which extends the basic cover to within 1/4 mile of the home

address: significantly one in four incidents of vehicle 'failures' occurs at home. Stay Mobile provides a free hire car for up to 72 hours if your vehicle cannot be repaired promptly but remember, some means of paying a deposit for the hire car and your driving license will be required at that time.

New to me is the Break-down Repair Cover which is an insurance to help cover the cost of a garage repair up to five claims of up to £500. Some reasonable conditions apply but if you are one of those individuals who never win on the lottery and break down continually, well up to five times a year at least, this may well be of interest to you.





As with most 'memberships' there are additional benefits like associations who offer AA members discounted rates on related services or purchases.

A bit of history explained that when the Automobile Association started in 1905 with its 100 members there were 16,000 cars on Britain's roads. The membership had increased to 83,000 by 1914.

Interestingly, the salute, for which the AA patrols were famous, originated as a 'secret' signal to members indicating to those in-the-know that the road ahead was clear and free of the local constabulary watching out for high speed motorists.

The AA introduced the first roadside petrol pumps and, of course, the famous, now protected, AA telephone boxes for the use of members who were issued with a key on joining.

The AA have moved with the times and use modern technologies to assist them in providing their valuable services. Mobile phones are frequently used to make the initial contact with the AA after a breakdown and that same technology is used in the form of SMS (text messaging) to reassure the unfortunate member by providing periodic reports as to the progress of the patrol dispatched to help them. With 3.6 million breakdown requests in a typical year they need to use all that modern technology can offer.

Unlike the Top Twenty of pop music fame, the AA's list of the top ten causes of breakdown calls, this one is number one first.

- Batteries. 1 in 7 calls. Battery life typically five years.
- Tyres. 1 in 10. Watch for cuts and splits. Punctures, unlucky.
- Keys. 3 in 100. Don't give keys to kids then leave the car!
- Engines. Check your levels. Modern engines use oil!
- Spark plugs. Flooded engines. Be more careful.
- Alternators and belts. *Should* be checked by garage at service.
- Starter motors. On the decline recently.
- Cylinder head gaskets. Check coolant levels and that fans spin.
- Clutches. Don't 'ride the clutch pedal'.
- Immobilisers. Occasionally radio interference causes problems.

A new initiative is that of Fuel Assist. See 'It Only Take a Moment' in the Autumn Newsletter. This is a new service to assist a motorist who has mis-fuelled: Typically filling a diesel car with unleaded fuel. The wise motorist who realises his mistake *before* trying to start his engine would solicit assistance to *push* his car off the forecourt before calling the AA for help. An attending specialist will drain the tanked fuel, dispose of that responsibly with a waste management company and correctly refuel your vehicle, for a fee.

In some of the larger, heavily congested cities, in 2008 the AA are trialling the re-introduction of motorcycle patrols to provide prompt assistance to members.

All in all, the AA are providing a cost effective breakdown service to the



motoring public with a host of optional extras to suit almost anyone's driving profile. You can rest assured the organisation uses the most up-to-date technologies to provide that service and that the people offering the roadside assistance are selected individuals, frequently trained on manufacturer's courses, with that extra skill of being able to apply 'field medicine' when appropriate.

Thanks to Alan and Michael for their talk about their organisation. Everyone knows of the AA but it's nice to be brought up-to-date on the background to the services they so successfully provide.

Always time for a little business though!

Alan

President's Chat

I was delighted to hear that one of our observers, Adam Wilson, has successfully taken the RoSPA Advanced Test achieving the coveted Gold Standard. Congratulations and well deserved, knowing how much preparation you had put in. RoSPA members have to take a retest every three years and although they always hope to achieve 'Gold' few do.

The article in the latest edition of the IAM Advanced Motorist magazine on Matt Worthington, the young driver's representative for the Peterborough Group, could almost be called 'inspirational'. The work this 19 year old puts in to spreading the IAM message is obviously considerable. Unfortunately the one thing not mentioned is how many associates result from his publicity. He does make the valid point that many young motorists do lead a very busy life and fitting in observed runs can be a problem, particularly if they attend university.

The same article also covers Becky Hall, a member of the Bolton Group who has created the Young Drivers Network Facebook page. Although I am computer literate, I must confess to being internet illiterate so do not fully understand what she has done, but she says "using networking sites such as Facebook makes it easier for younger people to keep in touch". If this is the case would it be worth publicizing it Alan?

The article in our last Newsletter 'Any Colour You Like, as Long as It's Black' interested me, but the author's name interested me even more and started me reminiscing. As the editor pointed out Ron Freeman was a past Newsletter Editor during the 1980's and this brought back memories of when the Newsletter was produced by typing out on 'skins', which were then fixed onto a duplicator, and the handle turned to run off the printed sheets. Mistakes were difficult to alter – not like with the modern method on a computer. We had a team to print and assemble the Newsletter, who met at my house, with refreshments provided by my late mother who baked scones for the occasion. It was good to combine the task of printing and assembling the Newsletter with a social evening.

Further reminiscing made me wonder where have all our past members gone? Over the forty odd years I have been involved with the Group I must have seen hundreds of different faces at our monthly meetings and there are still a few who must have been attending over twenty years. This again raises the issue of what do we do to retain members in the Group and encourage more to attend monthly meetings. Having said that many other groups would be envious of the turn out we achieve at our meetings, which is a credit to Robert who puts a considerable amount of work into finding interesting speakers.

With my Chief Observer's hat on, and on behalf of the Group, I would like to thank Geoff Tee, who, after many years observing, has decided to 'hang up his clipboard'. Geoff was a Senior Observer and will be replaced by Neil

Scruton. Neil has recently successfully completed the Senior Observer Test under the keen scrutiny of Chris Tatlow. I started with a 'congratulation' and am delighted to finish with one – so congratulations Neil.

Ivor Nicholson
Group President

Savour the Experience

A drive to York in the summer months to have a look around McArthur Glen, usually ends with a lot of shopping bags filled with clothes, books and chocolates! But on this particular day I came back with more than the usual – a 6th Gear driving day experience. I had been drawn to the bright orange Lamborghini in the entrance foyer. Alan had promised me a driving day as a birthday present but we had never got around to actually organising it. Today was the day and after asking questions about what you actually got for your money, the day and date was set and all the details to be posted and the days timetable fully explained. A warning was given at this stage not to turn up in high heel shoes!

Finally, the day arrived for the drive and there was a feeling of excitement as well as apprehension. On arrival at Elvington airfield we were directed to





a booking in area and signed a declaration that all responsibility now lay with me! If I was to drive in an unacceptable way, the instructor could terminate the drive. I was introduced to the circuit by going out in a BMW: the instructor explained the circuit and the rules of the circuit and then we returned to the area awaiting my instructor Nick. He gave further instructions and should any indications to other circuit users be necessary he would take charge of this! While driving round the circuit you always have to keep a look out for people in other cars passing on the right hand side but no one moves around until the wipers are clear for everyone to see. (That's odd. I don't remember Lewis ever mentioning that to me. Ed)

The circuit was well set out and there were lots of opportunities to put right foot to the floor as well as negotiate the cones. Whilst all this is taking place there is a photographer taking the 'action' shots in an ideal slow spot to capture facial expressions!

The time flew by and just when I was getting used to the car it was time to head back to the pits.

It was a very enjoyable day and one I would recommend to anyone. So if you are stuck for that special present and one with a difference, I am sure this would be gratefully accepted as well as enjoyed. There are a few pictures here for you to have a look at. Just a flavour of the day.

Tricia

P.S. If you were really considering making a gift of an experience day, either a loved one or an even more loved one ☺, there are significant discounts when bought at McArthur Glen - better than Internet prices. I've seen them there a couple of times now so a quick call to their HQ would, I'm sure, furnish you with the days they'll be there and you could save yourself 30 or 40 pounds for your trouble.

The Allan Marshall Evening

It was a cold wet night but Alan and I, along with another 20 or so members, ventured out for the evening with Allan Marshall at his museum.

As always there was a very warm welcome from Allan and Ian, one of his colleagues. They were on hand to pass on tons of information about the cars and I was definitely impressed with their knowledge of the cars and their histories.

Although a rare and impressive collection of historic British cars, some are used to provide transport for weddings and similar events. Allan certainly has a good memory when you talk to him. I am sure he can remember all the weddings he has attended. He explained that his daughter is getting married shortly and she wanted to use the open topped Landau but Allan said that it was already booked out. He said that secretly he was pleased as she was now going to use the Queen Mother's car and he reflected as he explained that he had collected his newly born daughter and wife from the maternity hospital in this car and also earlier also used it to take his fiancée out for the night at the proms.



He said that on one occasion he had gone to pick up a bride in the Queen Mother's car. Her train was about 18 feet long. He assembled the bride, her 18 feet train and her father into the car. When they arrived at the church the bride and her father got out of the car obediently followed by the train. It seemed never ending and as the bride stopped there was a foot of train

overhanging into the road. "I quickly picked it up and moved it as I had visions of a bicycle riding over it!"

I think the car I fell in love with was the car tucked away in the corner with no restoration as yet, was the car owned by Edward and Mrs. Simpson. I got permission to sit in the car and was overwhelmed by the fact that two very famous people - a part of history - had actually sat in this very car.

If you take all the cars in the museum and try to take in all the history together, then ...wow ... you could probably stay in the museum forever.

Thanks again Allan for a truly enjoyable evening.



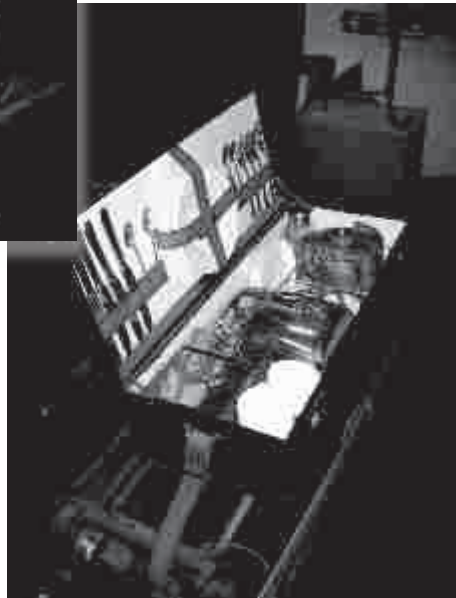
Tricia

Above: Edward and Mrs Simpson. Interior. The car that is.



Above: Edward and Mrs Simpson. Exterior.

Right: They must have really enjoyed their picnics. A really well equipped basket sits 'dickie'.





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08 07 XC90 D6 SE G/T SE TRUCK WINTER PACK, PROCS BLACK SAFPHIRE MET BLACK CALICE LEATH	£27,000	£2,140	£24,850
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