



LEICESTER GROUP

of Advanced Motorists

**** STOP PRESS ****

Wednesday 17th August

*Graeme Baxter talking
about "VOSA"*

NEWSLETTER

Aug/Sept 2011

www.leicesteradvancedmotorist.net

Leicester Group Of Advanced Motorists

Registered Charity No 1055744

President: Steph Morgan

ACC, Operations



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THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE THOSE OF THE
CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE GROUP OR
THE IAM

FROM THE CHAIRMAN



Just recently, we decided to take a week off and to visit somewhere different (but that's still part of the UK and doesn't necessarily need a passport).

To begin with, we thought of going to Jersey by ferry in order to take our caravan – but when the cheapest crossing came in at something

around £700, we decided to fly over instead, and arranged a small hire car for most of our stay so we could visit different parts of the island.

Now, Jersey's not a very big place – measuring just 9-by-5 miles, the roads seem scaled down to match. The largest road was actually the short dual-carriageway section of the A2 going west out of St Helier, probably no more than 3 miles long – and with a 40mph speed limit! In fact, that was the island's highest limit on any of its roads, but with our familiar 30mph in town (though this was often reduced to 20mph, and even to 15mph on “green roads” everywhere, where everyone else seemed to have priority – especially pedestrians and cyclists).

We only found a few roundabouts, certainly none of any size – and mini roundabouts had a sign telling everyone to “merge in turn”. Traffic lights and pedestrian crossings don't have the large shields fitted to them such as we have in and around Leicester; so it's usually much easier to pick up the light-change than we are now able to do here at home – but no-one seems to jump the lights, or to speed. In fact, everyone seems happy to travel round at a very steady pace and to generally behave themselves more sensibly than we're used to here. It's quite normal, for instance, for drivers to slow and let walkers cross the road, even on the largest sections – here, you'd risk life and limb, and would almost certainly be hooted and sworn at!

The more sedate pace of life on Jersey's roads would, of course, have other advantages. We didn't see any crashes – but any that DO happen would obviously have less serious consequences than here, with the lower speed limits which exist throughout the island; and driving should also be generally more economical, with the lower speeds allowed on the roads.

We definitely enjoyed the break, and certainly found Jersey driving quite a pleasant experience!

David Hage

Diary Dates

<p>Monday 15th August www.thebigliferide.com</p>	<p>“The Big Life Ride”- A charity event in aid of various cancer charities. We are promoting the IAM and trying to raise money for the charities. If you can help, please contact Neil Snow on 07950 319518.</p>
<p>Wednesday 17th August 8.00 pm</p>	<p>Group Night – Graeme Baxter talking about VOSA who oversee MoT testing, support the traffic commissioners and enforce standards of maintenance for road vehicles</p>
<p>Sunday 11th September</p>	<p>Event for Uppingham Rotary Club For details, please see page 6.</p>
<p>Wednesday 21st September Note times of 5.30 – 8.30 pm</p>	<p>Group Night. Visit to Glebe Garden Centre, Countesthorpe; for meal (with drinks) and a talk on a gardening-related subject. Cost is £8.50 per person. Please give full money to Fred or Julie no later than 17th August – we need 25 people for this to go ahead.</p>
<p>Observer Night Wednesday 12th October 8.00 pm start</p>	<p>Observer evenings are held in the conference room off the main reception at Police HQ in Enderby This night will look particularly at those with special needs, and young driver problems</p>
<p>Wednesday 19th October 8.00 pm</p>	<p>Group Night – Pat Doughty, IAM Operations Director. Following Terry Towler’s talk earlier in the year, we have asked Pat to come and talk to us about his proposals for the IAM. We will be inviting IAM Groups, both car and motorcycle, to attend also. Should be an interesting night!</p>

Note: Club Nights are normally held in the amenities building, Leicestershire Police HA, Enderby, LE19 2BX commencing at 8.00 pm on the third Wednesday of every month (unless otherwise indicated). Observer nights are held in the Conference Room, off Main Reception

The venue (and the Group) welcomes less-able visitors. Club nights are open to members of the public, group members and associates. Attendance is free – however, raffle prizes are always welcome!

Welcome to the following new Group Associates ...

Sherri Booth from Loughborough

Duncan Peak from Shepshed

James McKechnie from Weldon

**We have no test passes to report this month.
(Unfortunately the summer is always quiet!)**



MAY GROUP NIGHT PICTURES



Winner of the President's Cup 2011 Rob Garner being awarded the trophy by 2010's winner Fred Palmer

MEMBERS' NEWS AND LETTERS

From Alison Prior ...

"Well I am still driving, having more problems transferring into the driver's seat using a transfer board. Considering looking at WAV, to be able to drive from my wheelchair for my next car and hoping to go to the Mobility Roadshow in Peterborough coming up soon to check them out.

Can't get to meetings any more unfortunately as I get put to bed at 20.00, I do go out occasionally but then my PA Aruna has to cope on her own."

(Ed's note – Alison has been a long-standing member of the Leicester Group and took her test with David Hage in June 1993. Unfortunately, her disability now precludes her from attending meetings – but she keeps in touch with the Group regularly by email. If anyone wishes to contact her, please email me and I will pass on your messages).



REQUEST FOR HELP – UPPINGHAM ROTARY CLUB EVENT SUNDAY 11TH SEPTEMBER 2011

Terry Towler, IAM Regional Groups Co-ordinator has asked for help at the Uppingham Rotary Club Event, from 11.00 am to 4.00 p.m. There will be a stand in the town centre and IAM members in car parks trying to sell the IAM packages to the public. There may also be some loan cars for examiners to take people out for check-drives.

If you are able to help, or need further information, please contact Terry on terry.towler@ntlworld.com or 0115 846 5870/mobile 0771 388 2854.



REACTION TIMES

The driving manual says the average driver's reaction time is .75 seconds Or 1 car length for every 10 mph.....

Go to

http://www.bbc.co.uk/science/humanbody/sleep/sheep/reaction_version_5.swf

Be very careful – this could be very addictive!

Chris Emmet

GET WELL SOON!

To members of the group – Fred Palmer, Doreen Macafee, and Jane Lant– who have all been in hospital recently. We hope to see you again in the near future



SKID PAN EXPERIENCE



Following Julie Hage's email to our group members in June with details of a Skid Pan Experience, I decided to give it a go. Organised by Christine Johnstone of the Stratford & South Warwickshire AM (Car) Group, the event took place on Saturday 18th June at Donington Park Grand Prix Circuit. Before you ask - no, our circuit was a large cordoned off car park in front of the conference centre!

Our instructor, an ex rally driver himself, now teaches rally drivers off road skills. For the skid pan experience we used a standard production car, modified with four jockey wheels which were controlled by the instructor and progressively raised the car tyres off the ground, thereby simulating a variety of skid conditions.

With the instructor and four students in the car for an hour, our session started off with an expert demonstration of how to control the car under various skid conditions. This was followed by each student taking the wheel for a good 15 minutes of practice. At times this was reminiscent of a ride on the fairground waltzes! Our practice circuit comprised of doing figures of eights around two sets of yellow cones. Driving around the circuit in first gear at 10 mph, it was surprising just how fast the car spun out of control when the tyres lost grip of the "road". During these exercises we were taught the techniques of; foot off the gas and the correction direction of steer to bring the car back under control and facing in the direction we wished to travel. My tip for the day; avoid eating a hearty breakfast before you do the course!

The skid pan experience was brilliant. An hour of fun and instruction doing something you would not wish to do the road for real. I would thoroughly recommend the training course to everyone.

Alex Bullard

Answers to Quiz on page 15

1. 1908	6. 1936	11. 1960	16. 1999
2. 1914	7. 1948	12. 1966	17. 2005
3. 1913	8. 1941	13. 1963	18. 2006
4. 1919	9. 1947	14. 1987	19. 2007
5. 1936	10. 1963	15. 1997	20. 2008

PAST MEETINGS AND EVENTS



The 2011 festival programme was packed with events and activities designed to appeal to all age groups. These included amongst others a tethered hot air balloon, Dakota flypast, steam loco rides, vintage & classic motor vehicles, fire service display, farrier demonstrations, a band, and all the usual attractions of the Snibston museum.

The Leicester Group IAM were represented at this popular event by Fred Palmer, Rachel Hooke, Mark Woodall and Peter French, who spent most of the day promoting the IAM by talking to members of the public and handing out Skill For Life leaflets from the Leicester Group stand sited within the museum.

A most enjoyable day was had by all.



New member tries IAM
"A better cyclist" test!



Fred Palmer and "Ginger"
Hooke attempt a dance
during a quiet period



Fred Palmer chats to a
member of the public

Peter French

THE LIFE OF BEES – 18th May 2011



A very interesting talk by Andy Stuart who has a very good sense of humour, and made the whole talk fun and enjoyable with comments like “The drones spend their time vacuuming, reading the paper and having a smoke”

He certainly knew his stuff! He started with a short history of bees and beekeeping. Flowers and bees first lived in 100,000,000 BC, the age of the dinosaurs (“but which came first, the flowers or the bees?”) All fruits start out as flowers, but they don't turn into fruits unless they are pollinated. If we did not have bees, flowers wouldn't get pollinated and there would be no fruit.

Bees live in groups called colonies. Beehives are very crowded, with ten to sixty thousand in a hive, although his usually have around forty thousand. There are three types of bees, each with an important job in the hive.

Worker

During the first two days of its life, a worker bee cleans its cell. When they are three days old they feed the drones and larvae. Workers have glands that produce wax. They shape the wax into the comb. During their last days in the hive they guard the entrance. When the worker bee leaves the hive, during its travels it collects water, nectar, and pollen. A worker bee has ultraviolet vision which allows it to see patterns on flower petals which attract the workers to them.

Queen

A queen lays all the eggs. For a queen to be born, the workers must feed the larva royal jelly. If a new queen is born, the old queen will kill it or leave with half of the hive colony. That is a bee swarm.

Drone

The drones make up 10% of the hive colony. They use their strong wings for the mating flight. After the mating flight, the workers take care of the drones. Before winter, the workers bite the wings off the drones, and kick them out of the hive since they are of no more use. They are left to die.

To make honey, worker bees go to find flowers. When a worker bee finds a flower, she takes her straw-like tongue and sucks up the nectar. She stores the nectar in her honey stomach. She goes back to the hive and gives the nectar to another worker bee. That worker bee gives the

honey to another bee called a house bee. The house bee stores the nectar in a honeycomb. She then fans the honey with her wings to evaporate most of the water from it. That is why honey is not runny. A seal of wax is put on the honeycomb to let it age and turn into honey!

Natural honey is thought to help with hayfever. Andy was also asked for a supply of honey by a VET who applied it to a dog who had been bitten by a snake to help the wound to heal.

An altogether interesting and unusual talk.

Julie Hage

This is one I found on the internet - In recent times, bees have built a honeycomb in zero gravity on a space shuttle, and scientists have discovered genes of a bee that lived twenty-five million years ago.



THE DRIVING TEST FROM 1935 TO TODAY – 15th June 2011

A very interesting talk was given by Brian Johnson on the history of the driving test, the first test on our progress towards the IAM.

The first test was taken in 1935 in Kensington, London. By a Mr Beene! The previous year 1934, 7343 people were killed on the roads and there were 1.5 Million cars. In 2008 there were 2538 deaths when there were about 34 million cars on the road.

Road Safety has come along way in those 75 years. High standard of driver training and assessment are an essential contribution to helping Britain's roads remain among the safest in the world.

A film was shown of what was expected from the driver in 1935. Two trilby-hatted men climbed into a small (Morris I think) car. A commentary 1930 style with music to match! A demonstration of general driving, turning in the road and reversing into a drive, Along with how not to do it! Knocking over gate posts and driving along pavements.

The Driving Standards Agency has an Education Centre in Cardington, Oxfordshire (Home of the Airships) for the training of driving examiners. They have living accommodation, classrooms, road layouts, Islands and crossroads. Training lasts one month. Driving up to 8 times per day on all roads; unknown roads to the student. Failure is always a possibility.

The theory test was introduced in July 1996 - now with computer touch-screens. The driving part of the test lasts about 40 minutes.

Fred Palmer.

VINTAGE CAR RALLY, Sunday 17th July 2011

David and I went to Beaumanor Hall to promote the IAM at the Vintage Car Rally on Sunday 17th July.

Although business was by no means “brisk” (there didn’t seem to be many visitors to the Rally generally) we had a lot of enquiries from the vintage car drivers; enjoyed a beefburger and looked around at the other stalls.



Luckily, the people next door to us happened to be friends of our family, so we are least caught up with the gossip – and they won a prize for their entry in their section!

Julie Hage

SUMMER BBQ/JULY MEETING – 20th July 2011



Despite the promise of torrential rain, and many members being away on holiday – the annual BBQ went ahead on 20th July. 20 hardy souls sat in the garden for a good evening (although we had Deborah’s gazebo at the ready should we need it!). Everyone was warned “do not feed the dog” which upset Rupert, but kept me happy!

Thanks to Sue and Mary for providing food goodies and to everyone who came armed with alcoholic and non-alcoholic beverages!

Dear Julie and David,
Thank you for a very pleasant evening last night. You both worked very hard on that and thank you for inviting us.

Jeremy & Doreen

Dear Julie and David,
Just to say how much we enjoyed your BBQ on Wednesday evening. Food and company –excellent!

Love to Rupert!

Bobbie and Chris Walton

AN EXAMINER SPEAKS (Reprinted from an original article in 2006)

I mentioned in my last article that I still had a few fingers in road safety orientated pies. One of these 'pies' is Speed Awareness Workshops, and that is the topic for this article. Basically these workshops are offered to those people who have been detected speeding by those horrible yellow boxes on poles known as SPEED CAMERAS. I realise this may be a bit of a thorny subject but it is one that needs discussing, clarifying and the word spreading. We all have our own opinions but hopefully I shall find a few followers who agree with me. These cameras are probably loved by a few but hated by the majority (but not readers of this article I hope!).

Cameras are now referred to as safety cameras because that is their purpose. They are sited as a deterrent, not to catch speeding motorists. Unfortunately the attitude of many drivers is to press on, slow down for the camera and then speed up again. That is better than nothing because, as you will learn if you read on, the cameras are strictly controlled as to their locations and those very locations are, in fact, hotspots – previously known as 'accident blackspots', so motorists are being slowed down at the right places.

Let's face it – we all speed to some degree at some time, unintentionally maybe, but we speed. But is speeding a problem? Yes, of course it is, because it is breaking the law and IAM members and potential members should be upholding the law. The bigger problem, however, is that over 35,000 people are killed or seriously injured in collisions on our roads every year. Now, although that figure is approximately the capacity of the Walker's Stadium, it is such a huge figure it goes over most of our heads. In 2004, 3,221 people killed, that's 9 a day. On top of that, over 31,000 people were seriously injured – that's roughly 85 a day.

Beginning to see the bigger picture?

In 2000 the Government set local authorities targets – a 40% reduction in the numbers of people killed and seriously injured; a 50% reduction in the number of children killed or seriously injured, and a 10% reduction in slight injuries. Cameras form a small part of measures designed to meet these targets, as it is a known fact that whilst speed itself may not kill, it is certainly a contributory factor in many instances.

The Leicester, Leicestershire and Rutland Safety Camera Scheme was set up with the aim of reducing the number of injuries by influencing the speed at which people drive. The partnership comprises representatives from a number of organisations, as it is recognised that no one

organisation has a monopoly on road safety. It really is everyone's responsibility, whether you are a driver, a rider or a pedestrian. Local councils, the Highways Agency, the NHS, Police and courts all make up the Partnership.

How is the Partnership cutting casualties? Not just by means of cameras. A number of other options are considered, and these are known as 'the four E's'. Firstly, **Engineering**. This may mean a re-alignment of the kerb line at a junction to give better views or to present dangerous manoeuvres by drivers. A large number of traffic calming measures are now available to local authorities – road humps, mini roundabouts, chicanes, we've all experienced some form I'm sure. Something that sounds simple but can be effective is signage. Can the signs be made less ambiguous or more clear – simple but sometimes very effective? Secondly, there is **Encouragement** – do you know that the locations of mobile cameras (those large white vans that sit at the side of the road!) are published on a daily basis in local papers, the media and also on a website. Obviously the times that these vans will be at a specific location are not given, but at least it's a guide. The cameras are now all easily visible, being painted yellow and there are plenty of warning signs about in the vicinity of camera sites.

The third is **Education**. This should be a very large part of driving but unfortunately it isn't. In comparison to the number of qualified drivers on the roads, very few receive any refresher driving or updates on driving. Yes, it is available, but not publicised widely enough. Anyway, is there not some responsibility on employers to provide this for their workforce who are regularly on the road? The Workshops that I am writing about are a valuable piece of education but only for the privileged few – hardly a few when you consider the numbers – 15-20 per workshop, two workshops a day, five days a week since October 2004 – and that is only within 30 mph limits. That is literally the tip of the iceberg in terms of speeding motorists. The fourth 'E' is **Enforcement** – when all else fails, ERECT A CAMERA!

I said earlier that the locations of these cameras are strictly controlled, and so they are. Before a camera can be erected, or a mobile site identified, there had to be a proven history of collisions and casualties. For a fixed site, there must have been at least four collisions involving a fatality or serious injury within the preceding three years. For a mobile site, that criterion has to be two collisions, still involving a fatality or serious injury. There also has to be a high percentage of traffic exceeding the speed limit on the road. Having met these criteria the camera must be erected within one kilometre of the scene of these collisions.

There's more to these cameras than people realise and 'No' they are not just revenue collectors for the Government. The majority of money collected is ploughed back into road safety issues with any surplus then being returned to the Government.

The cynics amongst us may ask 'Are these cameras effective?' 'Are casualties really being reduced?' The answer is simple – 'Yes'. At the sites where there are now cameras, casualties have been reduced by 55% over the average of a three-year period before their introduction. Overall, throughout the whole Partnership area, casualties have so far been reduced by 19%.

Not convinced? Then just look at speeding in a different way. If you travel at 35mph instead of 30mph, it will take you a further 21 feet to stop – that's somewhere in the region of a car and a half's length. Do you really get there any quicker? Unlikely because in today's traffic the speed in between all the stopping and starting is negated. What about the environmental issues – think about all that extra pollution you are putting into the atmosphere by driving faster and using more fuel. More arguments are available to convince you.

Many people give many reasons for exceeding speed limits – I was going downhill, modern cars don't like 30 mph, the car behind was too close, I was late, I was keeping up with the traffic, I thought the limit was 40. At the end of the day, these reasons are only excuses. Every driver is responsible for his/her actions. They can make the vehicle go faster or slower at will, simply by using the brakes or accelerator (or twistgrip if you are a motorcyclist).

I am convinced that if people thought more about the consequences there would be fewer collisions and fewer fatalities and injuries on our roads.

The equation is quite simple. If speed is reduced then anything that subsequently occurs is less severe. Compare colliding with an object at 20mph with 40mph – the injury/damage will be considerably less but PLEASE DO NOT TRY THIS AT HOME.

I haven't mentioned the financial side of road collisions, but believe me it is £millions - £millions that would be better spent elsewhere if motorists were a little more responsible.

In theory, the majority of readers of this article should not need to worry about cameras, but it will give you more ammunition when you get into a discussion about them! Perhaps then you can pass on the message that it is important in saving lives.

Peter Phillips – your friendly examiner

WHAT DO YOU KNOW ABOUT AUGUST?

All these events happened in August – but in which year? To help you, I have given you a clue of the decade! (Answers on page 7)

1900's

1. Model T Ford, known as the Tin Lizzie, and the first mass-produced car went on sale

1910's

2. The First World War started
3. Mona Lisa stolen from the Louvre Gallery
4. Daily flights started between London and Paris, starting the first international air service

1930's

5. Eleventh Olympic Games opened in Berlin
6. In Britain, the BBC transmits the first high definition television picture

1940's

7. The Olympic Games opened in London
8. National fire service established in Britain
9. The Edinburgh Festival started

1960's

10. Great Train Robbery
11. The first communications satellite (Echo 1) was launched from Cape Canaveral in Florida
12. Francis Chichester left Plymouth aboard Gypsy Moth IV on the first successful attempt to sail single handed around the world
13. Martin Luther King, American Civil Rights Campaigner, made his famous "I have a dream" speech

1980's

14. Corporal punishment banned in schools in England (except independent schools (*Ed's note – and wasn't I glad!*))

1990's

15. Princess Diana was killed in a car accident in France
16. Total eclipse

2000 and 2010's

17. Hurricane Katrina devastates the Gulf Coast
18. [Ford Motor Company](#) temporarily stops 10 plants working in [North America](#) as it slashes production by 21%.
19. 100th Anniversary of the Scout Movement
20. Summer Olympics in China

OBSERVING TEAMS

From January 2011, observing "teams" have been operating as follows

North & East Team – Syston/Melton.Loughborough/Oakham

<u>Team Leader</u>	Peter French	Senior Observer
	Roger Ewens	Senior Observer
	Derek Brutnell	Qualified Observer
	Tony Moore	Qualified Observer
	Ian Robinson	Qualified Observer
	Mike Bogwandas	Qualified Observer
	Ted Parton	Trainee Observer

South West Team – Hinckley/Broughton Astley/Narborough

<u>Team Leader</u>	David Hage	Senior Observer
	Julia Malkin	Senior Observer
	Mac Stowe	Qualified Observer
	Bill Holland	Qualified Observer
	Mike Vernon	Qualified Observer
	Darryl Hart	Qualified Observer
	Carl Watson	Trainee Observer
	George Woodward	Trainee Observer

South Team – Market Harborough/Oadby/Countesthorpe/Blaby

<u>Team Leader</u>	Steve Heggs	Senior Observer
	Neil Snow	Senior Observer
	Linda Hollingworth	Qualified Observer
	Peter Radcliffe	Qualified Observer
	Fred Palmer	Qualified Observer
	Andrew Gleadall	Trainee Observer

If you have a query regarding observing or your observer, please contact Steve Heggs, the Observer Co-ordinator, on 0116 2716330 or email steve@dheggs.orangehome.co.uk

We often get items which we would like to circulate to the membership between the newsletter publication dates. If you would like to receive these items, would you please email me on juliehage44@hotmail.com This will not replace the newsletter, which will continue to be produced and posted every two months and you can unsubscribe at any time.

Final date for receipt of items for the October/November newsletter is 15th September 2011. If you do not wish photographs to appear in the newsletter or on the website – please tell us!