

## Editorial by Alan Yates

**HEAT WAVE** | The remarkable spell of hot weather has brought with it some exquisite form of driving, did you notice these? The right arm draped out of the window, the left arm poking out of the open sun roof, and to my amazement a driver doing both at the same time – knees jammed against the steering wheel! The souped-up Ford Focus with arms pointing out of both sides at right-angle to the road, not both belonging this time to the driver I might add. Car control? I don't think so.

Footwear has also been a cause of amazement, most sadly, by the ladies who drive. Flip-flops, trainers with trailing laces, high heels, and I mean very high heels. Could all these different items be a possible cause of poor car control?

### Related Links

[BBC h2g2](#)  
[Travel Jokes](#)

**TEXT SKILLS** | A friend of my daughter insists that it is easy to text on the mobile phone whilst driving and it is even easier on the motorway, you only have to look in front don't you? When approached on the subject she insists that it is part of her working day to be in touch with work colleagues and friends, and to keep stopping would mean she did not complete the days assignments.

A demonstration of her skills whilst sitting in the house revealed that she does not need to look at the screen to see if the message is correct. I found it amazing that she can text at a slow dictation speed without looking.

To my mind the concentration on word input must detract from the driving. I don't think I have persuaded her to change her habits, even after pointing out the effects of a major crash that would happen to her two daughters. Her reply was, "I'm very careful and I can put it down if there is a problem, it's not like having a conversation is it?" I have no answer to that and I have no wish to test her theory.

A theory of mine is that modern cars are now almost too easy to drive. The only way drivers learn that driving is not an automatic reaction to events and situations is when something happens to wake them up. A near miss or a crash usually help to concentrate the mind, at least for a few hours.

### Related Links

[icWales](#)

**CAMERA SITES REVEALED** | Merseyside Police are to reveal the sites of both mobile and fixed safety cameras on their website.

I wonder why they want to advertise where the mobile ones are. Is it to give the errant motorist a chance or to ease the paperwork that multiple catches create? After all if the Chief Constable of North Wales goes out on his "day off" to catch speeding motorists, then writing his experiences on his weblog of 12 hours spent apprehending drivers, then yes there must be a cost in time to write up the reports.

I just wonder how many drivers choose to ignore the speed limit on the roads, or do they genuinely not know what the limit is? Sometimes the signs are covered by overhanging foliage and I wonder if that could be a defence? There are roads that do not have repeater signs for a considerable distance. It all leads to confusion and misunderstanding. The inevitable lack of concentration also contributes. I remember a talk by a police, class 1 driver, saying that it was not possible to drive with 100% concentration for longer than 2 1/2 hours at a time. I wonder what a works rep. would say to that?

### Related Links

[Merseyside Police](#)  
[North Wales Police](#)

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## Bits and Bobs - Alan Yates

**MOOR TALES** | Did you see on TV what the Americans were calling the hot weather that has been such a world wide phenomena? Their description was a HEAT STORM.

The hot spell certainly caused a problem in the Stalybridge area of Tameside, Greater Manchester. For whatever reason the moors had become alight and fires were along one side of the moors causing thick acrid smoke to billow out over some surrounding roads. There were times when the roads had to be closed for safety of the users, and the firefighters.

Helicopters were used to pick up water from nearby reservoirs, (ours are full unlike the south-east), and try to dampen down the peat that was burning. You can sometimes catch sight of helicopters doing other work in the Derbyshire hills.

Work has been going on to re-seed the area known as Black Hill with Heather Brash, this prepares a base on the ground for grass seeds that are spread later. The project to bring heather back to the moors is the biggest upland restoration scheme in Britain.

The heather has been eroded over the last centuries by acid rain from the factories of the Industrial Revolution and over-grazing by sheep. These have effectively stripped the protective cover from the hill and allowed the underlying peat to be washed away. The trig point at Black Hill is now some feet above the ground whereas when first built it was at ground level.

### Related Links

[Moors For the Future](#)

**RAMBLING ON** | Do you live by the seaside? Does your house look out to sea over the beach? Do you own the access to the beach?

The Ramblers Association, not content with gaining the right to roam over previously non-accessible land ( in spite of the cost being £41M over budget), now want the right to roam over the foreshore. At present there is no statutory right of access on foot. This right exists in Scotland, Portugal, and Scandinavia, and the Ramblers believe we should all have this right to roam there.

I have mixed feeling on this one, owners must have some privacy with their property. On the other hand there will not be hoards of people at all times of the day passing by. Would you walk 5+ miles along a sandy beach? That is worse than walking along a canal!

I mentioned in an earlier edition of MAINBEAM the problem of motor-cycles and green lanes. A news item shows that 30 routes in the Lake District and 22 mile stretch of the Ridgeway have now been designated motor free. Again another area of mixed feelings. We should all be able to go out and enjoy the countryside, unfortunately a few will spoil it for everyone. Just the way of the world these days I suppose.

**TIME TO STOP** | Recently re-reading some magazine articles and items about the Highway Code, I was surprised to see that the stopping distances were first introduced in the 1946 edition. I assume these distances were calculated using the average saloon car on the road at the time.

Some of us will well remember having to press / stab the brake pedal and at the same time pulling upwards on the steering wheel in an attempt to get the car to even start to slow down in an emergency situation. Coming down long descents like the A57 (Snake Pass), A628 (Woodhead Road), and the A5004 (Long Hill), soon had that pungent smell in the car from overheated brake linings and drums. It was imperative that you kept your distance from the vehicle in front, otherwise there was bound to be an accident, (oops, we do not have accidents now they are to be called collisions!).

I had to look twice to see if I had read the article right, 60 years and still the same stopping distances except for now they are in metric measurements. Is it time for a review, or would that be counter-productive? Does everyone who drives really appreciate the distances involved in stopping on good dry roads?

The amount of "tail-gating" that goes on these days leads me to think that almost no one follows the two second rule any more. A discussion a few weeks ago with regard to the chevrons on the M6 at Knutsford that advise a two chevron gap between vehicle brought the response that, when you do leave the advised space probably two other cars will enter the gap. If everyone did keep that space the capacity of our roads would lead to even more congestion.

So, do we need a review of safe stopping distances? Are the ones from 1946 STILL the optimum distance needed to stop with our modern cars? Is it better to err on the side of caution and keep the status quo? Would there be any benefit in changing these measurements?

To the last question, as the female character in The Lenny Henry Show used to say, " I don't fink so".

According to my 1992 edition of the Oxford Modern English Dictionary:

**Accident:** 1) an event that is without apparent cause, or is unexpected. 2) an unfortunate event esp. one causing physical harm or damage brought about unintentionally. 3) occurrence of things by chance; the working of fortune (accident account for much in life).

**Collision:** A violent impact of a moving body esp. a vehicle or ship, with another or with a fixed object.

There you have it, and I'll tell you what, I've had some interesting "accidents" in my life especially under number 3.

### Related Links

[Think! Road Safety](#)

[Drive and Stay Alive](#)

[Dictionary.com](#)

## This, That and T'other - John Holland

**NOW THIS REALLY IS SPEED DATING! | Moving around a room and sitting at various tables chatting to members of the opposite sex to seek compatibility may be fairly new, but it's already been out-dated by car manufacturer, Kia.**

For Kia Motors hosted a 'Drive Dating' Session at, of all places, London Zoo, where 20 young men and 20 young women were paired off and invited to spend just three minutes in the front seat of a Kia Picanto. Armed with ice-breaker questions and background music, they were encouraged to chat about their personal likes and dislikes, including their views on the driving habits of others.

Kia intends to keep in touch with the couples to find out what progress, if any, they have made.

And, no doubt, to try to sell them a new car in the process.

**NO WAY AHEAD FOR THE CUL-DE-SAC | It looks like the end of the road for the cul-de-sac in Britain.** A draft document, Manual for Streets, commissioned by the Department for Transport makes this recommendation in favour of streets being built in blocks. The document cites the dead-ends as being discouraging for people to walk or cycle, cause congestion and aid house-breakers.

The authors of the report would like to see Walkable Neighbourhoods which are created by densely packed blocks of dwellings, which the claim would make better use of space. In support, they lay claim to the probability of reducing obesity, and in support of this they quote statistics from America which found that those who lived in communities built with the car in mind, weigh, on average, six pounds more than those who live on open streets, where walking is encouraged.

**COVER TO GET YOU HOME | Insurers Norwich Union are offering a short-term insurance cover for up to 28 days.**

They say that this would be of particular advantage to anyone who needs to arrange a test drive or hire or run a car for a short time. There may even be appeal to those who need to drive away a newly-bought vehicle from a dealership or auction site or even a private seller. Norwich Union also suggest that this insurance could also be used in the interim whilst shopping around for a more favourable quote.

Again, for those who wish to borrow a vehicle from family or friends, this may be a more convenient way of gaining cover, and fully comprehensive cover can be arranged on the Internet, with the facility of printing out a copy of the insurance document on the spot.

"Just as environmental performance varies across class of vehicle, so does the crashworthiness and it is always worth considering the best in class."

**THE GLOBAL VIEW OF ACCIDENT STATISTICS | Perhaps we sometimes think of accident statistics as being only relevant to the UK, but of course this is not so.** However, the Commission for Global Road Safety claims that road deaths are a global epidemic, and urges world leaders to tackle the problem more positively, saying that failure to do so will jeopardise planned development in tackling health and poverty.

Sample statistics offered show that around the world:-

1.2 million people are killed and 50 million are injured each year on the roads.

500 children are killed EVERY DAY on the roads.

3,000 people are killed EVERY day, and 85 percent of all casualties are in low and middle-income countries.

**WELL THAT'S A BUGATTI - THE WORLD'S FASTEST CAR | For just £765,000 you can buy the world's fastest car.** You won't be truly exclusive for already 15 orders have been placed.

With a W-16 1001 hp engine the Bugatti Veyron 16.4 has a top speed in excess of 250mph and will reach 62 mph from standing in 2.5 seconds, but buyers are advised not to try this out immediately when taking delivery from the exclusive Jack Barclay showrooms in central London, which is leading the world's sales charts for the model.

It looks as if London is becoming the super-car capital of the world, for there are record sales for Bentley and Lamborghini cars too.

Says Dominic Lancaster, general manager of Jack Barclay Bugatti, "Interest in Bugatti has been overwhelming since the project was announced five years ago. The UK but particularly London, has an enviable tradition of being home to the most expensive and exciting cars, and we as a company are pleased by the number of orders already received, and we expect to have sold the full UK quota of cars before the end of the year."

As a potential buyer I would like to know if my statutory rights would be affected if I can prove that the car does not come up to those published 'specs'?

**WHAT ABOUT THE NON-SMOKERS THEN? | Led by Vauxhall, BMW and Volkswagen, fewer car manufacturers are producing models with ashtrays and cigar lighters because, it is claimed, there is less call for them.**

But what about those of us who have hand-held mobile phones which we need to plug in to maintain the charge whilst making lengthy calls as we devour the motorway miles?

**LADYMAN – NOT ONLY AN APOLOGY BUT ALSO – | Regular readers may be aware of the on-going thread regarding Transport Minister, Dr. Stephen Ladyman, and his use of a safety camera detector in his car.**

I have attempted to write to the Minister without success, but have received two letters from Andrew Smith of the Department for Transport, extolling the virtues and explaining the various devices, which I find patronising in the extreme. Since then I have discovered that the only way to get to a particular Minister is to write to him at his home address or at the Houses of Parliament, so if the good Doctor is unaware of my letters then I owe him an apology. To try to recompense for this omission I will send him a copy of this Newsletter.

However, as though to thwart my attempts at being magnanimous Dr. Ladyman then announces in a BBC 24 interview that he has, in the past, accumulated nine points on his licence – all for driving too fast! It has to be said that those points have now been expunged, but what better way to focus the mind on driving to the posted limits?

The Minister is also on record as saying that the courts must understand the wishes of Parliament and impose tough sentences on those drivers who commit serious offences (and in my book inappropriate speeding is a serious offence). He is quoted as saying, "What we have to do is work with the courts and the Department of Constitutional Affairs and others, to make sure we are reviewing the sentencing guidelines," he told the Commons. The spokesman for the Liberal Democrats, Paul Rowen, the Rochdale MP, described the courts' interpretation of laws as a "major problem", citing a local man who had been handed lenient sentences for three serious but separate convictions.. This prompted Mr. Rowen to ask Dr. Ladyman, "What can you do to make sure the courts enforce the laws that we pass?. The Minister replied that the Department for Transport had to ensure "the courts do understand that it's the wish of this House that there are serious punishments issued for these types of offenders." He also said that people around the country are fed up seeing that serious offenders are given "just a tap on the wrist" for some of the most serious offences.

So come on Minister, let's have, at the very least, an acknowledgement of receipt of this Newsletter, and perhaps even, your slant on these particular topics.

Keep Space!

## Lee Davies Gives the Low-down on the New Child Seat Law

**NEW CHILD RESTRAINT LAWS** | New regulations governing the use of child car seats will come into force on 18 September 2006. It will be a legal requirement for drivers to ensure that every child travelling in a car or goods vehicle uses the appropriate child car restraint until they are 135cms (approximately 4 ft 5 ins) or 12 years old, whichever they reach first. This means the 'if available' loophole will be removed from the existing law. It will also become illegal for rear facing baby seats to be used with active frontal airbags. If drivers cannot be certain that their airbag is deactivated, they must not use rear-facing baby seats. Car seats, booster seats and booster cushions are the safest way for children to travel in a vehicle. If a child is under 135cms tall, an adult belt alone does not provide the best protection. The Department for Transport estimates the changes could prevent up to 2,000 child casualties a year.

A summary of the new law is tabulated below:

From 18 September 2006 in cars, vans and goods vehicles			
	Front Seat	Rear Seat	Who is responsible?
Driver	Seat belt <b>MUST</b> be worn if available		Driver
Child up to 3 years*	Correct child restraint <b>MUST</b> be used*	Correct child restraint <b>MUST</b> be used*. If one is not available in a taxi, may travel unrestrained.	Driver
Child from 3rd birthday up to 135cms in height (approx 4'5") (or 12th birthday whichever they reach first)**	Correct child restraint <b>MUST</b> be used***.	<p><b>Where</b> seat belts are fitted, correct child restraint <b>MUST</b> be used. Must use adult belt if the correct child restraint is not available:</p> <ul style="list-style-type: none"> <li>- in a licensed taxi/private hire vehicle; or</li> <li>- for a short distance for reason of unexpected necessity; or</li> <li>- two occupied child restraints prevent fitment of a third.</li> </ul> <p>A child 3 and over may travel unrestrained in the rear seat of a vehicle if seat belts are not available.</p>	Driver
Child over 1.35 metres (approx 4ft 5ins in height) or 12 or 13 years	Seat belt <b>MUST</b> be worn if available.	Seat belt <b>MUST</b> be worn if available	Driver
Adult passengers (ie 14 years and over)	Seat belt <b>MUST</b> be worn if available	Seat belt <b>MUST</b> be worn if available	Passenger

**In addition, the revised regulations also say that rear-facing baby seats MUST NOT be used in a seat protected by a frontal air-bag unless the air-bag has been de-activated manually or automatically.**

\* Children under 3 years **MUST** use the child restraint appropriate for their weight in all cars, vans and other goods vehicles, with the single exception for the rear of taxis. They cannot travel otherwise. This means for example that they may not travel in cars, vans or goods vehicles which do not have seat belts installed.

\*\* Examples. A 7 year old who is 140 cms tall is over the height for a child restraint and may use an adult seat belt. A 12 year old who is 140 cms tall is over the age threshold and therefore may use an adult belt.

\*\*\* If no seat belts are fitted in the front, then children under 135 cms in height (who are also under 12 years of age) cannot travel in the front.

For more information, frequently asked questions or to download a copy of the DfT advice leaflet, please visit the [THINK! Website](#).

## A Motoring Smorgasbord from Lee Davies

**DRIVESAFE FLAGS** | A pilot project has been set up on the A56 at Whitefield attempting to slow motorists down. Four 5' x 2' banner flags have been erected on street lighting columns, reminding drivers of the 30mph speed limit.

A traffic speed counter was put down on this stretch of road one week prior to the four flags going up and they will remain there for the time the flags are in place. This will allow for the actual effect of the flags to be monitored. If there is a strong improvement in the average speed during the time the banners are in place, Drivesafe have promised to have more flags made, which will hopefully then be seen right throughout Greater Manchester.

Councillors, Police and members of the Drivesafe Partnership chose this location due to the numbers of vehicles known to be travelling on this stretch of road at high speeds.

Mike Downes, Project Manager for Drivesafe states; "We at Drivesafe don't think motorists intentionally use inappropriate speeds. We recognise how easy it is for experienced drivers to go into autopilot and just go with the flow of traffic, rather than making a conscious decision to stick to the limit. We just hope that these flags will act as a reminder to passing motorists to check their speed and slow down if necessary."

Chief Inspector Haydn Roberts of Greater Manchester Police claims; "We feel that this location is ideal for this type of project. Very often, speeding issues relate to drivers not recognising the posted speed limit, especially on long, straight, wide roads such as this. Drivers should always assume that if there is street lighting, unless there are regular repeater signs showing a different speed, a 30 limit would be in place. These banners should be very effective in acting as a secondary reminder."

Councillor John Byrne, Bury Council's Executive Member for Environment and Transport states; "We at Bury are delighted that we could work with Drivesafe with what we hope will be the start of an effective project. We at the council are always looking for new and effective ways of making Bury's roads safer and I am looking forward to seeing the results at the end of the six week scheme."

Set up in 2003, Drivesafe is the commercial name for the Greater Manchester Casualty Reduction Partnership. All 15 partners are working together with the aim of meeting the Government's 2010 road casualty reduction statistics. Drivesafe focuses on letting the people of Greater Manchester know about the dangers of using inappropriate speed and educating them on the benefits of driving appropriately according to their surroundings.

Drivesafe's partners include the 10 Greater Manchester Local Authorities, Greater Manchester Police, the Greater Manchester Strategic Health Authority, the Crown Prosecution Service, Her Majesty's Courts Service & the Highway's Agency. The co-ordination of the Partnership is done from the Programme Office, where a team of management and staff work together to ensure efficiency and best practice.

**MAN CAUGHT SPEEDING – IN REVERSE** | A German man has been fined after being caught by a safety camera driving at 35 mph in a 25 mph zone – while in reverse.

Heinz Erlauf, 42, from Stuttgart was sent the £20 fine after police saw the photo of his Mercedes C Class zooming backwards down a residential street in Bludenz, Austria. A spokesman for the local police said: "This is the first time any of us have ever seen a driver get flashed while reversing."

**UK's MOST CONVICTED DRIVER JAILED** | Britain's most convicted motorist has been jailed for driving while banned for the 48th time. Jamie Manderson, 33, from Swindon, has been disqualified from driving each year since 1988, when he was 15. The club bouncer's solicitor, Rob Ross, said that, in addition to being hooked on drugs, Manderson had a "serious addiction to cars".

Manderson was jailed for five months by Swindon magistrates after admitting to driving while disqualified. He also admitted driving without insurance in June this year, shortly after a spell in prison. Manderson has nearly 200 previous convictions, mainly for motoring matters. About eight years ago he ran over a 12-year-old cyclist as he drove a robbery getaway car.

### Related Links

[BBC News](#)

**MOTORWAY CAMERAS** | You can now view live pictures on Channel M's website of any motorway camera across Greater Manchester

### Related Links

[Channel M](#)

**SPEED LIMITER UNVEILED** | A new government-backed system that would force vehicles to observe speed limits using an engine limiter is set to create controversy. The Intelligent Speed Adaptation (ISA) device includes GPS and mapping to identify speed limits in any location. Last week it was demonstrated how it would work on motorcycles.

Riders will hear two warning beeps if they stray over the limit. When they reach 5mph over the limit their seat will vibrate. If they don't slow down the system will retard the throttle to slow the motorcycle down until it is at or below the speed limit.

The system can also be used in cars and there is speculation the system is the first step in government plans to force car makers to fit variable limiters. It was developed at the Motor Industry Research Association with funding from the Department for Transport.

Motoring organisations have warned that the system could hinder drivers trying to accelerate out of danger. A DfT spokesman said there were no plans to make the device compulsory in the UK.

*From Times on Line, 13 August 2006.*

### Related Links

[Times On Line](#)

## Motorway News From Alan Yates

**M62 FIBRE OPTIC CABLE** | A project for installing fibre optic cable along the M62 between junctions 22 and 26 was started in early August. The cabling is part of a sophisticated new transmission system, which will provide drivers with more reliable information.

The new system will transmit up-to-the-minute travel information more efficiently from the Highways Agency's regional control centre in Wakefield to the electronic message signs along the M62, using Internet Protocol Technology. Road users will see bright purple pipes being laid in the motorway verge within which the new fibre optic cabling is to be installed.

The scheme is part of the Highways Agency's programme to upgrade the motorway communications system nationally. Once installed on all of England's motorways, it will improve the flow of traffic information between the Highways Agency's national control centre and its seven regional control centres across the country.

Highways Agency Project Manager David Raby said: "The scheme to upgrade the cabling along a 25-kilometre stretch of the M62 between junctions 22 and 26 is good news for drivers using this stretch as the travel information they receive on the electronic message signs will be more accurate, timely and reliable.

"Using the Internet Protocol Technology, the transmission system will also enable us to transmit travel information between our national and regional control centres more efficiently. Once installed on all our motorways nationally by the end of next year, it will enable us to provide more up to the minute travel information for both long and short distance drivers across the country.

"The M62 scheme is expected to last for approximately eight months and will affect both east and west bound carriageways. The work will be carried out mainly during the day, in sections of up to 2km at a time. Where work is taking place, the hard shoulder will be closed and there may be occasional lane closures, although these will be kept to a minimum. The work is not expected to cause significant delays."

Cabling is being installed on sections of the M62, M3 and M4 to complete a national fibre optic network. This is part of the new transmission system being installed on all of England's motorways by GeneSYS Telecommunications Limited, due for completion by late 2007.

For real-time traffic information, the Highways Agency 24-hour voice activated telephone service is on 08700 660 115. (Calls from BT landlines to 0870 numbers will cost no more than 8p per minute; mobile calls usually cost more).

**M60 SURFACE WATER** | A major Highways Agency project to tackle spray and surface water on the M60 between junction 22 at Hollinwood and Junction 23 at Ashton-Under-Lyne is to start this summer.

The work involves altering the camber to allow the surface water to drain away easily and constructing a new 'interceptor' tank to deal with excessive rainfall.

Highways Agency project manager John Mather said: "We have developed these measures after carefully considering the findings of extensive studies into the cause of surface water and spray, and examining all the technical issues.

"The results are complicated, involving many factors of design, construction and material choice. Road user safety continues to be our most important consideration, on this stretch of motorway.

"When the motorway was opened in 2000, the road surface met existing design standards, but over the years standards have changed.

"The new scheme incorporates the latest standards and will reduce surface water and spray. The road is safe and wet condition accident rates are lower than average."

The work will incorporate changes to design standards since 2000; including 'rolling crowns' a technique to alter the camber of the surface and 'open texture' surfacing, which together will improve drainage and reduce spray. Work will take place overnight to minimise disruption to road users and will start in mid-July.

A contra flow system will be in place with four lanes remaining open anti-clockwise and a single lane for clockwise traffic from 21.00 until 06.00 Sunday to Thursday and from 20.00 until 07.00 from Friday and Saturday. The exit slip road at junction 23 will be closed during the overnight work, with a clearly signed diversion via junction 24.

A temporary 40-mile per hour speed limit will be in force overnight for the safety of road users and during the day for the safety contractors when there will be a temporary surface on the carriageway. The new 'interceptor tank', the size of a single deck bus, meets new design standards.

The old design standard catered for the worst rainfall in a five-year period. The new standard is much higher, catering for the worst rainfall in a 75-year period. Work on the new interceptor tank will involve a hard shoulder closure, with minimal affect on road users. The surfacing work will be completed in October 2006 and the installation of the new interception completed by March 2007.

### Related Links

[Highways Agency](#)

## Tony's Quiz - Tony Richardson

TONY'S QUIZ, SEPTEMBER 2006

1. **Q |** What are the four principles of safe cornering?
2. **Q |** Give at least five examples of possible hazards you might consider before overtaking?
3. **Q |** A Pelican crossing shows a flashing Green Man signal – what do drivers see ?
4. **Q |** What are the main requirements for driving comfortably and safely?
5. **Q |** Give an example of where speed can affect your vision?

## Alan Yates Reports on our August Speaker, Ted Booker

Our August speaker was **Ted Booker**, Road Safety Officer at Bury MBC. He asked us to imagine ourselves as 13 or 14 year old school kids with a fascination for cars. We were asked to think about the consequences of stealing cars or 'joyriding' in stolen cars.

Ted, who incidentally looked straight out of sixth-form himself, gave us a paper consisting of 6 modules relating to various incidents and scenarios. He asked for opinions and to record these on the papers. These were then discussed at all levels. This led to many different versions

from the "flog 'em and hang 'em" brigade to "everyone deserves another chance".

The evening finished off with a vivid description of photographs that depicted the end results of some car crashes. What did stand out was the professional delivery from Ted, no preaching, no condemnation, just the plain and simple facts regarding car theft and the aftermath that can happen. We were all very impressed by his presentation, and personally I was unaware that this sort of activity took place in our schools.

Well done Bury Road Safety Officers.

## Social Calendar

**Forthcoming Manchester Group Social Events for 2006 Include:**

**Tuesday 12<sup>th</sup> September 2006.** **Richard Day** is a freelance consultant investigating road traffic accidents. Formerly with the police, Richard will give us an insight into this fascinating science.

**Tuesday 10<sup>th</sup> October 2006.** **Stephen Freeborn**, Head of Pharmacy at

Ascribe plc, will invite you to keep on taking the tablets!

**Tuesday 14<sup>th</sup> November 2006.** **Adrian Farrow**, a barrister on Manchester's Northern Circuit, will give a light-hearted and entertaining presentation on "Lifting the Wig - a glimpse into a barrister's life in crime".

**VENUE |** Unless otherwise stated, all events start at **8:00pm** and last about an hour. We meet at the

**Automobile Association, Old Road, Off Stockport Road, Cheadle**, close to the Junction 2 slip road of the M60, known locally as Roscoe's Roundabout.

Please note that this is a limited access slip road with no access from the Stockport direction. If there are any location difficulties please ring John Holland on 0161 449 7757 for further directions.

## Hit and Run - David Wright

**One morning last week, at 01.15 am of all times, I was woken up by the sound of two people nervously talking and my doorbell ringing.** On gingerly opening the door I encountered a nice lady in her pyjamas asking me if the Nissan Micro outside my house was my own. My heart either leapt or dropped a bit.

"Oh No!" I thought. I came out and saw the car – or rather what was left of it – a compressed heap in front of a twisted lamppost. The story then unfolded from my neighbours. A hit and run driver (of a blue Vauxhall) had

caught it with such force that it had turned it around by 90 degrees and smashed it into the lamppost. The sound of the bang woke up rather a few people in the street!

No matter how high my advanced driving knowledge, I thought to myself, as well as having to face the "other" advanced drivers, namely those who have no advanced driving certificate but who think they already are advanced drivers, the qualification offers no protection against events such as this.

**50/50 DRAW, July**

First: Number 36, **David Daynes**, drawn by Claire O'Connor.

Second: Number 33, **Paul Williams**, drawn by Damien Boland.

**50/50 DRAW, August**

First: Number 20, **Neil Ashton**, drawn by Mike Gates.

Second: Number 37, **Doreen Robinson**, drawn by Matt Davies.

**TEST SUCCESS**

Congratulations go to **John Featherstone**, who attained SILVER on his recent re-test.



## HONOURS AND COMMITTEE

### GROUP PRESIDENT

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### HONORARY MEMBERS

**Syd Hinks** (1975); **Peter Croft** (1991); **Phil Harrison** (1991); **Neil Ashton** (1995); **Margaret Dyson** (2004); **Jean Farmer** (2006)

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