

MAINBEAM

ROSPA
The Royal Society for the
Prevention of Accidents



Newsletter of Manchester Group of RoSPA Advanced Drivers and Riders Since 1973

Manchester Group is a registered charity No 1083564
www.safedriversandrider.org.uk

March 2011

AGM 2011—Awards

Peter Croft Award

The Peter Croft Award is for sustained contribution in promoting the activities of Manchester Group of RoADAR.

This year's recipient of the Peter Croft Award was Tony Richardson. Unfortunately Tony was not able to attend on the night but Group Vice-Chairman Mike Beavan received the award on Tony's behalf from Peter's daughter Zoë. Lower picture shows Tony receiving the award from Group Chairman Debbie McNamara at a recent Associate meeting.



Bob Graham Memorial Shield

The Bob Graham memorial shield is presented to the Group newcomer who has, in the opinion of the Committee, made the greatest contribution to the Group over the past year.

For the first time the Bob Graham Memorial Shield was this year presented as a joint award to husband and wife team Ian and Karen Carroll because they have, over the past year undergone the course at the same time, became observers at the same time and also both obtained their RoADAR Approved Tutor Certificate.

In the photo below Ian and Karen are shown receiving the Bob Graham Memorial Shield from Group Vice Chairman Mike Beavan.



Congratulations

Congratulations to those who recently passed the advanced test:



Adrian Farrow, September course, Gold
Liz Barnham, Gold—Car retest
Carl Jones, Gold—Bike retest

Lisa Aylwin, September course, Silver
Melvin Harris, January course, Silver
Lee Piggott, January course, Bronze
Liz Bohler, January course, Bronze



From the chair —Debbie McNamara

I guess I should start by introducing myself! Hi, I'm Debbie McNamara and I'll be your Chairman! (or Chair or Chairperson, I really don't mind which title.)

As this is my first "From the Chairman" article and I know that our outgoing Chairman, Lee Davies is submitting a summary of his time, I guess I'll use this editorial to introduce myself and tell you all a little bit about me and my vision for the next few months. To try and make this a little more interesting (and challenging for me), I've taken inspiration from a Sunday Magazine type of 60 second profile.

Name: Debbie McNamara

How long have you been with the Manchester Group?

I joined as an Associate in September 2007, achieved Silver in my first test in December 2007 and trained to be an Observer immediately after this. I was elected onto the committee in March 2008 and have held the role of Secretary from then until my recent "promotion!"

In September 2008 I retook my test, this time achieving Gold and was part of the inaugural Advanced Observer Course, passing this certificate in December 2008 (meaning that my first retest is due towards the end of this year – gulp!)

What do you do in real life?

Currently I'm an IT Trainer for an international Public Transportation Company – I say currently, a job title and remit change is on the horizon so by the next issue who knows what I'll be!

Hobbies/Interests?

Apart from Advanced Driving?? I love travelling! If I'm in the country though, I'll either be reading, dancing, at the theatre or cinema or renovating my house.

Last book you read?

I just finished James Patterson's Woman's Murder Club Series – roll on The Land of the Painted Caves which is the last of the Earth's Children Series by Jean M Auel – I've only been waiting 9 years for the final instalment.

Last movie you went to see?

Harry Potter and the Deathly Hallows Part 1 – can't wait for Part 2 now!

What is your car history?

I started with Pandora the Fiat Panda when I first passed my test. Moving through various old bangers (one affectionately named the Bucket of Bolts) and being a named driver on a plethora of Citroen BX's (don't ask) my first "grown up" car was a Peugeot 207 (1.6 HDi) named Ryan. My current car is Timmy, a blue Toyota Auris TR (1.33 VVT-i).

Interesting fact about yourself?

I spent three years living overseas in Australia and New Zealand

What would you like to achieve in your tenure as Chairman?

There's the million dollar question and to say "more of the same" is a cop-out I know! The Manchester Group is one of the most successful groups in the country and in my tenure I can only hope to consolidate that position and help us move forward to continue to improve the standard of driving and perception of Road Safety in the Manchester area. There are some exciting opportunities on the horizon and I'll share more of these in future articles!

"Manchester Group is one of the most successful groups in the country and in my tenure I can only hope to consolidate that position"

So that's me, in a nutshell and I'm going to finish with a request. Please get involved. Without you, our membership we're not going to succeed. There's a social evening coming up on Thursday 10th May where Steve Benson, a Police Driving Instructor will be giving a talk on Police Driver Training and Techniques and I hope to meet lots of you then.

All upcoming events are on our website www.safedriversandrider.org.uk and we've also got a Facebook group going! Search for RoADAR Manchester and join in the conversations there. Any ideas for socials, road safety promotion, membership initiatives, questions or comments, don't hesitate to get in touch with me and I look forward to the coming year!

Year's round-up

Lee Davies gives a round-up of this years AGM

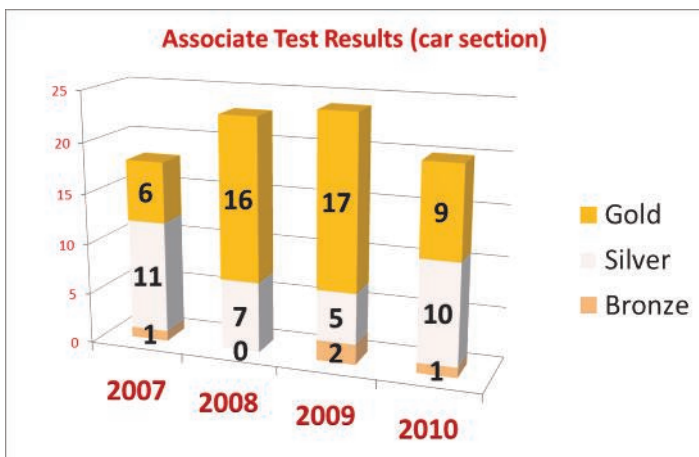
Time flies when you're having fun! I made a mistake at the AGM by stating I had been Group Chairman for three years – in fact it's been four! For those who couldn't make the AGM here is a summary of what we've been up to over the last year:

Group Publicity

Last year we informed you about the display stand we invested in. This has been used at various locations such as Libraries and shopping centres thanks to Becky McCabe and Chris Gandy for arranging. We have now had leaflets designed (thanks to Debbie McNamara for organising) primarily to advertise our new Young Driver Scheme.

Associate Training

Of the Associates in the car section (that took the test and let us know the result), here are the Group test results for last year.



Although the graph shows a small drop in the number of Test passes following two particularly bumper years - the number of Associates that undertook training was similar to previous years – however there were several who didn't want to take the test.

All this wouldn't be possible if it wasn't for our dedicated Observers – so thank you to all our Observers well done!

Group Social Events

The Group Social Event Calendar is an important part of our Group Activities and it's so good to see so many members attending. Over the past year we have had...

March 2010 - RoSPA Ramblers Group Walk – Winsford - organised by Alan Yates and his pal Brian.

May 2010 - Family History - Colin McInnes gave us some amazing information on where to get information.

August 2010 - Personal Safety – Bob Cheetham gave us an interesting talk on personal safety in the home and on the street.

November 2010 - Club Zero (Ghost Club) for those who dared learnt about the world of the paranormal.

November 2010 – RoSPA Ramblers Walk this time was in the Arley Estate area.

January 2011 – Andy Taylor gave us an interesting talk on motorway safety and some amusing stories from the life of an ex-AA patrol.

I thank all our guest speakers for giving up their time to entertain and inform us, and thank you to Hughie McAdam for organising these.

Young Driver and Rider Scheme (YDRS)

This time last year we announced the launch of the YDRS where the Group sponsors our advanced driving or riding courses to the 18 to 25 age group.

Every year, over 3,000 car drivers aged under 25 are killed or seriously injured on Britain's roads. Under 25's are more at risk of having a collision in the first two years after they pass their test than any other group of drivers, and as many as one in five new drivers have a crash within their first year of driving. Every year the Group will offer sponsorship for up to 15 young drivers or riders to undertake their practical advanced driving training course. Every four months, five places will be offered on a first come first served basis for sponsored young drivers or riders. Although young drivers usually have fast reaction times and excellent vehicle control skills, their lack of experience, particularly of driving at speed, negotiating bends and overtaking, often contributes to collisions. It is statistically proven that Advanced Drivers and Riders are less likely to be involved in a collision.

Although we have experienced a slow start to the Scheme, DriveSafe kindly promoted and supported the scheme which resulted in recent newspaper activity in the Wigan Evening Post, Tameside Advertiser and Salford Advertiser – from which a reporter undertook an Assessment Drive with Mike Bevan.

This resulted in 20 enquiries and five young drivers booked for the May course and one has already booked for the September course.

Targeting young drivers is not an easy task for the professionals within road safety – never mind a volunteer group like ours – but the Group Committee is determined this will be a success. But we need YOUR help. We all know young drivers so get them to visit our website at www.safedriversandrider.org.uk for more information.

For more news of the AGM please go to page 7.

This, that and t'other—John Holland

It's probably not in your diary, but this month marks the first anniversary of our move to Essex.

Having been associated with the Manchester Group for so long I find MAINBEAM to be such a source of continuing contact that I become impatient for its arrival. It's a little disconcerting to see faces and names which are unfamiliar to me, but I appreciate that this is the clearest of evidence that the Group is progressing and maintaining its position as a leading force within RoADAR.

In the last edition of MAINBEAM I was delighted to see that Ian Carroll had submitted an article on the history of the headlight. Interesting as it was to read (who would have thought that 'revolutionary' headlights with a turning facility to assist drivers when cornering, was first introduced in 1935?) I was particularly delighted to see Ian's name as the contributor. Ian was in the last Associate intake before my departure last year. Having met Ian and his wife Karen at the Welcome evening I was struck by Ian's humour and inquisitive nature, and both attributes were revealed in that article too.

Another name that was included in the same edition was that of Alan Norton, who wrote a report about the Group evening when the subject was the paranormal. Although not now a frequent visitor to the Group, Alan, nevertheless has been a member for many years, and made a valuable contribution both as a Committee member and also as an Observer. I would have enjoyed being at that evening presented by a trio from 'Club Zero' of Stockport, but, as I told the Committee in my apology for non-attendance I was with you all in spirit.

My interest in the subject was not for any spiritual reason, but a far more practical one, as I would have liked to ask a couple of questions relating to experiences of my own. In my job as a press photographer I once did an assignment at Chingle Hall, near Goosnargh in Lancashire, said to be the most haunted house in England. I and a reporter colleague met up with a group of paranormal investigators to spend a few hours in the building which was built in 1260. A former occupant, Father John Wall was executed for heresy in 1679 at Worcester, and although his head was taken to France, it is believed that it was brought back to England and buried at Cringle Hall. The story goes that if the head is ever found (a skull now, surely?) haunting and other mysterious goings-on will cease.

On the evening I was there we met up at 9pm, and the investigators set up their sound and video camera

equipment in a room which contained a priest-hole, one of those 'secret' chambers where priests could hide to avoid capture. We were asked to make ourselves comfortable but to keep quiet and still. At first we all, particularly the reporter and myself concentrated hard on the corner of the room, which contrary to our expectations, was quite well lit.

After a while though, the job became boring. The room did go colder, but, cynics that we were, we put this down to the fact that we were now entering the early hours of the morning. Still nothing. Then at about 1:00am one of the investigators pointed to the video camera. There was no doubt about it, the lens barrel was slowly turning, as it would when focussing on a moving object. It also went very noticeably colder, and I took pictures of what to all intents and purposes was an empty corner of the room. The lens became still, and after a short time, we all moved to the playback screen to view our capture. Again, nothing. Not a suggestion of movement to be seen, but, even to cynics, the room did appear to be warmer. Needless to say, my photographs showed exactly the same results – well exposed beautifully composed pictures of an empty corner.

Now, I suppose you will be expecting an explanation of it all. Well you won't get it from me as I haven't got one, and that is why I wanted to discuss it with the Groups' visitors on that evening. I would also have liked to discuss another similar experience, but there isn't room on this page to explain it here.

I couldn't attend the AGM this year as we had visitors with us at that time, but I am delighted to learn that Debbie McNamara is the new Chairman (am I allowed to use that term?). In the same way that I remember the first visits to the Group of Ian and Alan, so I remember Debbie's first visit too, as an Associate. Very nervous, very charming and very, very talkative! I'm glad to see that she has now lost one of those attributes!

Debbie succeeds Lee and several other still-active former Group chairmen, all of whom have made an impact on the character and strength of the Group. It's a daunting task for Debbie, but one I know that she will tackle with her usual enthusiasm.

Keep space!

The internal combustion engine — Ian Carroll

Ian Carroll finds out what makes your car move

OK, let's start with the basics.

All internal combustion engines have cycles (not the sort with pedals), basically this means how the engine operates to process the fuel/air mixture to make power which in turn is transferred to the road wheels. The power created is commonly known as "Horsepower". Horsepower was originally defined by James Watt to compare the output of steam engines with the power of draft horses - here's the boring bit.

The unit of power in the British engineering system, = 550 foot-pounds of work per second = 33,000 foot-pounds per minute, approximately 745.6999 watts. Abbr. hp. and abbr. B.H.P.. . *or something like that!*

As well as the 4 stroke engine there are two-stroke engines, diesel engines, Wankel, Atkinson, Gnome Rotary to name but a few but for this article we'll stick to the basic, four-stroke cycle that most of today's cars use.

The stages of the 4 stroke internal combustion engine or the "Otto Cycle" as it should be known as it was first demonstrated by Nickolas Otto in 1876 are as follows:

Induction, Compression, Ignition, Exhaust.

(Or as non-techies, including my wife Karen, remember it, "Suck, Squeeze, Bang, Blow!")

So let's take a look at what is going on inside your car engine.

INDUCTION (SUCK) The intake stroke starts with the piston near the top of its travel. As the piston begins its descent, the exhaust valve closes fully, the intake valve opens and the volume of the combustion chamber begins to increase, creating a vacuum (thus the term SUCK for this cycle). As the piston descends, an air/fuel mixture is drawn from the fuel injectors into the cylinder through the intake manifold. The intake stroke ends with the intake valve closed just after the piston has begun its upstroke. *Now you're giddy with excitement let's see what happens next.*

COMPRESSION (SQUEEZE) With both intake and exhaust valves now closed, the piston returns to the top of the cylinder compressing the fuel-air mixture. This is known as the *compression* stroke.

IGNITION (BANG). While the piston is close to the top of its travel (TDC or Top Dead Center), the compressed air-fuel mixture is ignited, usually by a spark plug (*not by a long*

taper held at arms length!). The resulting massive pressure from the combustion of the compressed fuel-air mixture drives the piston back down toward bottom dead center with tremendous force. This is known as the power stroke, which is the main source of the engine's torque and power.

EXHAUST (BLOW). During the *exhaust* stroke, the piston once again returns to top dead center while the exhaust valve is open. This action evacuates the products of combustion from the cylinder by pushing the spent fuel-air mixture through the exhaust valve(s).

Then it all starts again.

We could go into each part of the cycle in detail, for example, on the **INDUCTION** side, we can have an old style carburetor, injection, multi-point, sequential, batched and simultaneous fuel injections.

With **COMPRESSION** we have to take into account the bore size, type and condition of pistons and piston rings that seal the fuel/air mixture in.

On the **IGNITION** Cycle we can have Single, Double, Triple, Quad and v-type electrode spark plugs.

On the **Exhaust** cycle we can have, assuming a 4 cylinder engine, 4 into 1, 4 into 2 into 1 manifolds etc. The size of the manifold tube can be too big or too small its not just a matter of getting rid of the exhaust gases its the efficiency of how its done that can increase, or decrease, an engine's performance.

Now I've whipped you into a frenzy about what's going on under the bonnet you can settle down with a nice cup of synthetic oil!?**OIL!**..... its not just slippery stuff that gets on you socks when you're riding a bike or makes pretty rainbows in the puddles, it can make or break your engine, but that's another article.

Testing Times—Liz Barnham

Three years pass remarkably quickly. It seems like only yesterday that I was getting ready for my last ROSPA Advanced Driver re-test when the reminder arrived for this test. But three years on, some things have changed, both the car and I feel our age — we are a bit more worn (I now need specs to drive). On the positive side though, what I have noticed over the years is that whilst you approach the re-test with some natural trepidation and one or two inner questions of doubt about whether you are good enough to hang on to that 'gold', there is definitely a feeling of it being less of a 'test' and more a sense of "this should be an affirmation of what I do every time I prepare for and drive on the road."

So consulting my revered and well-thumbed Roadcraft, watching the video (yes, I still have this 'old' copy on VHS!) reading back through the Highway Code, Know Your Traffic Signs and re-doing Tony's Quiz from my back copies of MAINBEAM have all proved very useful revision. However, this time the preparation has really been even more about providing reassurance, reminding and refining.

Test morning arrived one Sunday in early February. I live at the bottom of a single track country lane, always covered at this time of year in runoff from the fields and mud deposits from farm vehicles. I knew that any cleaning of the car prior to test day would be rapidly undone with just one journey down the muddy lane, so this had to be a last minute affair. Alongside this there were still the remaining regular 'POWDER' checks to be done. Great husband and wife teamwork was called for the cleaning.

So on test morning with the alarm clock set for a 6.30am rise, in the dim first light we jointly cleaned the car. Everything was in top shape ready for an 8am departure for Warrington - but I think such early activity made the neighbours wonder just what was going on!

All the effort was worth it — the examiner Dave Ellison remarked on the cleanliness of the glass (he looks for tell tale film lines on the windscreen at the start of the test). Some introductory words from Dave, followed by what I

hoped was a reasonably confident cockpit drill ,helped me to feel just a little more at ease and get the test underway. Unlike the last re-test , three years prior, I wasn't able to get in an early overtake in the first half mile or so on the A57, which was a pity, and on the test never had the opportunity to do so at any point other than motorway.

The severe winter had also left many potholes in the road and the recent rainfall had compounded the problem, with hidden deep holes disguised by surface water. Standing water on the road proved to be a big problem, so much so, our test route was diverted! Commentary was required intermittently, and the examiner certainly needed to hear as well as have demonstrated, that you knew the system of car control.

The driving component of the test lasted for just over an hour. Back at our start point, after a reversing manoeuvre, I was asked a couple of Highway Code questions and the test culminated in a debrief. There were some notable plus points such as a strong cockpit drill, with a good understanding of the dashboard lights that are illuminated and those that should go out, sound knowledge of the system of car control, showing vehicle sympathy, good commentary and block gears changing where appropriate on the drive. To counter this there were certainly some things I performed less well. I missed some vital details of the static brake test! I had also failed to notice some highly mounted national speed limit signs, but fortunately picked them up on a repeater.

Finally there were also one or two unnecessary extra gear changes at junctions. So there is definitely no room for complacency, any lapse in concentration or observation and always room to improve. Despite these points I was very pleased to learn that I had retained my 'Gold.'

Three years on some things don't change. The strength and support of the Manchester Group remains outstanding and my delight at having 'made the grade' for a third time is just as intense as the second time, and indeed the first time.

"This should be an affirmation of what I do every time I prepare for and drive on the road"

"the examiner certainly needed to hear as well as have demonstrated, that you knew the system of car control"

Year's round-up

Lee Davies gives a round-up of this years AGM (Continued from page 3)

Group Awards

Peter Croft Award: Peter Croft died in September 2006 and was at the time the longest serving Group Member. In 2007 Peter's widow Jean and daughter Zöe presented the Group with the award in return for the pleasure Peter received from being associated with the Group. The award is presented to a Group member who has shown sustained contribution in furthering the aims of RoADAR Manchester Group.

As stated on the front cover, this year's worthy winner was **Tony Richardson**. As Tony has been with the Group for so long I turned to Group Honorary Member John Holland who kindly supplied the following piece:

I knew of the winner of this year's Peter Croft Award long before I met him. This person joined the Manchester Group soon after we had moved our activities to Barnes Hospital in Cheadle, which was on Sunday 1st April 1990.

A mutual friend of ours was Ted Teer. Ted was one of the two original chief examiners of the League of Safe Drivers, and continued in this role after 'the League' joined forces with RoSPA. Ted had told me that a member of a southern counties' RoADA (no 'R') Group, would be transferring 'up north'. This promise (or was it a threat?) seemed to take ages to materialise, but eventually it happened. And so, he came along to Barnes one Sunday morning and introduced himself to us all, and immediately joined in the swing of things as an Observer.

Ted had told me that this person would be a real asset to the Group, and Ted has been proved right. Still an Observer to this day, invariably he is first to arrive for the Sunday sessions, having travelled from Shavington, near Crewe, and whilst he has preferences (for instance prefers working one-to-one, and is happier in training for automatic cars), he returns in time for a 'cuppa', and does a very detailed de-brief.

After this length of time with the Manchester Group, it might come as a surprise to some that this year's winner has never been a Committee Member. Well, this is easy to explain – he has another love, apart from his wife Carol!

A committed fund raiser for the Royal National Lifeboat Institute, he spends many hours travelling the country on their behalf, and just a few years ago his commitment was recognized by the RNLI when he received an award from the Duchess of Cornwall.

He has one other attribute – I challenge anybody to know more about the A34 between Cheadle and Wilmslow!

And so Tony Richardson is receiving the Peter Croft Award, and is a worthy successor to the others whose names appear, in contributing to the success of the Manchester Group.

Tony, of course, will be known to many of you but if not, you will no doubt know him for 'Tony's Quiz' which appears in each edition of MAINBEAM.

New Chairman!

Our constitution says that our Chairman's post should be for two years. Last year I was again persuaded to stand for another year but feel it is in the best interest of the Group to pass this role on to a worthy successor to enable fresh ideas to be developed and the Group to progress further.

I have gained a tremendous amount of personal pride and satisfaction as Chairman of such a successful Group. But this doesn't just happen on its own within a voluntary organisation – there are many hours spent continuously - from dealing with enquiries, looking after our finances, publicity and organising on-going training to name just a few. Those behind this are of course are the Group Committee members to which I sincerely thank for all their support over the last four years.

I am absolutely delighted that Debbie McNamara has accepted the challenge to drive the Group forward and I know she will do an excellent job as our new Group Chairman – woman! Another Group first!

Course puts brakes on road deaths

by Denise Evans
VOLUNG drivers are being urged to take part in an advanced driving course to reduce the number of road deaths. The course is being run by the Manchester Group and is aimed at drivers who have been involved in a crash or who have been involved in a crash within the last 12 months. The course is being run by the Manchester Group and is aimed at drivers who have been involved in a crash or who have been involved in a crash within the last 12 months. The course is being run by the Manchester Group and is aimed at drivers who have been involved in a crash or who have been involved in a crash within the last 12 months.

Group observer Mike Beavan assesses the driving of Salford Advertiser reporter Denise Evans, which helped the group gain publicity for the Young Driver and Rider Scheme.



April Group walk—Mike Beavan reports

Nine of us and one well behaved dog, belonging to Chris and his wife, also Chris, met up at Brabyns Park in Marple Bridge. One of our party had rung to say she was (not quite) lost and that she had phoned one committee member to ask what time he would arrive: but he was still busy making ZZZZs!

Led by Brian we set off up a steep hill, past the station, and onto the Peak Forest Canal towpath. It was not long before



Fiona spotted a heron and quick as a flash, Sheila whipped out her camera. We quickly left the houses behind and had good views across the Cheshire Plain. As we went further on we could even see

the wind farm above a sunny Rochdale in the far distance.



We walked alongside a deer farm but the deer were nowhere to be seen although we were greeted by noisy cattle. We stopped to eat our sandwiches near to the Romper Pub and went in to get some refreshment. The dull cloud then changed to sunshine and we continued over a hydraulic swing bridge toward Strines, meeting some very friendly horses, and also some friendly dogs.



Our walk, only just over five easy miles, – just in case anymore of you might prefer good company and exercise to ZZZZs next time – continued along the Macclesfield Canal towpath back to Marple. We were all glad that the steep hill we had climbed earlier repaid us with an easy downhill walk back to the car park.

Where have they all gone?

Mike Beavan rues the apparent demise of the Police traffic car

When I was a very young child, travelling on the back seat of my Dad's Hillman Minx, I knew the make of every car on the road; and I would annoy my elder brother by shouting them out - Jowett, Alvis, Sunbeam Talbot, Austin Seven, Morris Eight, Riley and Wolseley. I particularly used to keep a good watch through the rear window at night for Wolseley cars, especially black ones, and I would warn my Dad if I spotted one. If you have been watching 'Foyle's War' recently on the telly you might have noticed the little oval badge at the top of the chrome radiator on his rather nice Wolseley. At night, in urban areas, it was quite usual for cars to drive at night only on sidelights and the oval badge on a Wolseley had a small light inside. The police used Wolseley cars, among others, and my Dad, though not a reckless driver, used to smarten up his driving technique if he was followed by a car on sidelights with a tell-tale extra light in the middle.

I was reminded of those days on recent trips to see my daughters. One is in Elgin and the other in Cambridge. I usually leave home at 6.30am and arrive in Elgin just before 2.30pm. My journey involves motorways, skirting Glasgow and Edinburgh, then 'A' roads through glorious scenery with great driving roads up to Elgin. On my last nip up north I thought I would keep a mental note of all the liveried traffic cars I saw. A Volvo near the Lake District, cruising at about 55mph, was the only one I saw. None at all were visible in Scotland. Of course, there could have been unmarked traffic cars about and I do hope there were but I didn't spot any. I did see lots of cameras though, and while drivers were watching their speed around these sites there was no evidence that little Johnny was checking the rear window to warn his dad about police cars. A minority of drivers were getting up to all the usual antics we are now used to seeing on the road

without fear of getting caught.

I am writing this near Cambridge while I am animal sitting for a week. On my way down here yesterday again I saw no traffic cars, nor Hatos (Highways Agency Traffic Officer vehicles). I took the M6 for a change, it was busy, then the A14. Some of the more interesting things I saw drivers doing – but was not involved in – were; a van driver swerving around in his lane, because I later saw he was eating a yoghurt with a spoon, much changing of lanes with the signal appearing only as the off-side wheels entered the next lane, tailgating, and hair brushing. This was happening within the speed limit and will be no surprise to most of us as it is now 'normal' driving. Not too long ago such drivers could themselves be surprised by the appearance of a blue light in their mirrors. Given the absence of traffic officers who used to patrol our roads, while showing impeccable driving manners as an example to others, drivers now know this is less likely to happen and driving standards will only go further down. A camera that can't think or use its imagination is no substitute at all, even if it could be used in conjunction with proper road policing. I remember a pal being stopped by a police Ford Granada as he left a motorway. The bobby put on his white hat and said to my friend who was driving too fast and had cut someone up, "Looking for somewhere to land were we sir?" I know that is funny, but as he re-told the tale (repeatedly!) the facts did sink in that getting caught driving badly was a distinct possibility – in those days.

On a purely selfish note the lack of class one, or advanced police drivers, causes me to wonder who will be re-testing us in years to come as the pool of enthusiastic examiners must begin to evaporate.

Tony's quiz—Tony Richardson

HIGHWAY CODE

1. What is the rule when leaving a parked vehicle unattended?
(Highway Code Rule 123)
2. What is meant by Advanced Stop lines at traffic lights?
(Highway Code Rule 178)
3. What is the range of road signals you can give to other road users?
(Highway Code Rule 103 and 104)

ROADCRAFT

1. What is the safe position for following vehicles at night?
(Page 33 Roadcraft)
2. When would you consider changing to a lower gear?
(Pages 67 Roadcraft)
3. What emotions can be caused by tiredness?
(Page 11 Roadcraft)

For the answers, please refer to the latest edition of the Highway Code and Roadcraft on the pages indicated. Remember—you may be asked one of the above questions on your next Sunday visit!

The Highway Code at 80

One of Britain's best selling and most iconic publications - the Highway Code - is 80 years-old this month

The first edition of the Highway Code was published on 14 April 1931 in a bid to cut down on the number of accidents taking place on Britain's roads. Despite the fact there were just 2.3 million motor vehicles at the time, over 7,000 people were killed in road accidents that year.

The Highway Code quickly became the 'must read' publication for those using the road and is now recognised the world over. The Code is now used by millions of drivers, motorcyclists, cyclists and pedestrians every year and has even been featured in TV drama storylines.

Road Safety Minister Mike Penning said:

"The Highway Code is the official guide to using the roads safely and responsibly. The Code has helped to save thousands of lives over the last 80 years, which is cause for celebration.

"The Highway Code is not just for new drivers, it holds

crucial information for everyone from experienced motorists and motorcyclists to horse riders and pedestrians.

"The publication offers the latest information on the rules of the roads and road safety advice, as well as promoting greater courtesy and understanding among all road users. Its long-standing success is one of the reasons why Britain's roads are among the safest in the world."

The Highway Code has moved with the times and is now available in a variety of formats, including online from the Directgov website, as a download and on CD ROM with a voice-over for people with reading difficulties.

The full history of the Highway Code is available on the DfT website at:

<http://www.dft.gov.uk/dsa/category.asp?cat=345>

50/50 Draw

FIFTY-FIFTY DRAW, February 2011

First, No 10, Geoff Hibbert drawn by Melvin Harris
Second, No 2, Mike Beavan drawn by Tony Bookbinder

FIFTY-FIFTY DRAW, April 2011

First, No 10, Geoff Hibbert drawn by Carl Timperley
Second, No 25, Jeff Haslam drawn by Lee Piggott

FIFTY-FIFTY DRAW, March 2011

First, No 16, Simon Smart drawn by Liz Bohler
Second, No 9, Syd Hinks drawn by Phil Slack



MANCHESTER GROUP of RoSPA ADVANCED DRIVERS AND RIDERS

www.safedriversandrider.org.uk

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Contributions to **MAINBEAM** are welcome and should be sent to Simon Smart.

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