

# 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](http://www.safedriversandrider.org.uk)

August 2011

## 50/50 Club 2011/12 Season

To raise funds for social events, Manchester Group operates a 50/50 club. 50% of the proceeds go to the social fund, with the remainder being used as prizes. The Group sell 'shares' at £12 each and for the next 12 months these are entered in the draw that takes place on the first Associate Sunday of each month. The winners each month are the first two drawn out of the hat. There is no limit to the number of shares each participant can have and the scheme is open to Group Members, Associates, their family and friends.

The next 50/50 year starts on the first Associate Sunday in November. If you would like to participate, please use the Application Form on the back page of this newsletter and send it with payment to Simon Smart before 31st October. Please make cheques payable to **RoADA Social Account**.

## Group Social, 8 November

### North West Air Ambulance Service

Alison Whittaker-Stewart from the North West Air Ambulance service will be our speaker for the November Group social. Alison will give an illustrative talk describing the operational activities of the aircraft and crew.

**Location: Woodley Civic Hall, SK6 1QG. Time: 7:45 for 8:00pm**

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## 50/50 Draw

### FIFTY-FIFTY DRAW, July 2011

First: No 7, Brian Dyson, drawn by Scott Webster  
Second: No 19, Eva Farmer, drawn by Marcus Barclay

### FIFTY-FIFTY DRAW August 2011

First: No 32 Becky McCabe, drawn by Ben Pollard  
Second: No 20, Jean Farmer, drawn by David Kenworthy

## Congratulations

### Congratulations to those who recently passed the advanced test:



Doug Blackburn, Bike Section, Gold  
Mike Simpson-Willett, Bike Section, Gold  
Brendan Kelly, Bike Section, Gold  
Ronnen Wise, Bike Section, Gold

Matt Heald, Bike Section, Silver  
Mike Gough, Bike Section, Silver  
Carl Timperley, Car Section, Silver  
Katie Webster, Car Section, Silver  
Tricia Parry, Car Section retest, Silver



Congratulations also go to Neil Bellingham and Daren Cox who have recently qualified as approved bike section tutors.

## Manchester Roads Safest Ever — Lee Davies

### Lee reports on the latest Road Casualty Data from DfT and TfGM

The Department for Transport (DfT) recently published the 2010 Road Casualty data. The key findings from the main results include:

- The number of people killed in road collisions reported to the police in GB fell by 16% from 2,222 in 2009 to 1,857 in 2010 – 5 a day on average. Just under half (45%) of all fatalities were car occupants, while pedestrians and motorcyclists each accounted for just over a fifth (22%). This the lowest figure since national records began in 1926.
- A total of 22,660 people were reported seriously injured in 2010, 8% less than in 2009.
- A total of 24,517 people were reported killed or seriously injured in 2010, 9% less than in 2009.
- There were 208,655 casualties (slight injuries, serious injuries and fatalities) in road collisions reported to the police in Great Britain in 2010, 6% less than in 2009.
- Total reported child casualties (ages 0-15) fell by 5% to 19,569 in 2010. The number of children killed or seriously injured in 2010 was 2,502, down 6% on 2009.
- There were 403 motorcycle users killed in 2010, 15% fewer than during 2009. The number reported as seriously injured fell by 11% to 4,780. Total reported motorcycle user casualties decreased by 10% to 18,686 in 2010. However motorcycle traffic also fell by 9% over the same period.

Motor vehicle traffic levels fell by 2 per cent compared to 2009. The overall casualty rate for collisions reported to the police per billion vehicle miles therefore fell to 677 per billion vehicle miles, compared to 709 casualties per billion vehicle miles in 2009.

The report can be read in full at:

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/accidents/reported-road-casualties-gb-main-results-2010.html>

### Greater Manchester roads are 'safest ever'

Transport for Greater Manchester (TfGM) recently published the 2010 Road Casualty data. The key findings from the main results include:

- The number of people killed in road collisions reported to the police fell by 26% from 73 in 2009 to 54 in 2010. 39% of all fatalities were pedestrians, while motorcyclists and car occupants each accounted for 26% and 24% respectively. The 2010 figure was the lowest recorded on the database maintained by HFAS (formally GMTU) since 1985.
- A total of 689 people were reported seriously injured in 2010, 4% less than in 2009.
- A total of 743 people were reported killed or seriously injured in 2010, 6% less than in 2009.
- There were 7,587 casualties (slight injuries, serious injuries and fatalities) in road collisions reported to the police in Greater Manchester in 2010, 18% less than in 2009.
- Total reported child casualties (ages 0-15) fell by 11% to 1,063 in 2010. The number of children killed or seriously injured in 2010 was 128, down by just 1% on 2009.
- There were 14 motorcycle users killed in 2010, 27% (3) more than during 2009. The number reported as seriously injured fell by 9% to 125. Total reported motorcycle user casualties decreased by 8% to 479 in 2010.

The report can be read in full at: [www.gmtu.gov.uk](http://www.gmtu.gov.uk)



## This, that and t'other — John Holland

Being non-technical I must confess that it was that first line in Ian Carroll's piece last month that first drew my attention - 'it isn't just slippery stuff that gets on your socks when you're riding a bike'. That image really transported me back! Arriving home from my paper round and frantically rubbing away, and failing, to remove the gooey stuff, before going in to face Mum.

There was a lot of valuable information in that article, and for several days after reading it I was reminded of its content on my early(ish) morning walk for my paper. Nothing to do with paper rounds now, but as my route takes me into a small housing estate I see commuters setting off for work and to do the school run. It's obvious that none of them, without exception, pays heed to the oil in their car. Setting off from cold from driveways and the side of the road, they speed away under quite fierce acceleration and you can almost hear 'the metal surfaces in the engine grinding together and tearing themselves apart' to quote Ian. I've said that it's a small estate, and as such, it has narrow roads with parked cars on each side, so any 'progressive driving' is all to no avail as this then requires heavy braking. So now they can add to the hidden cost of engine and brakes wear and tear the increase in the fuel bill! I tell you, there's more to knowing about advanced driving than just 'The System'!

Talking of which in the same edition Mike Beavan reminisced about the former 'System of Car Control' when it had 6 Features (seven if you were a 'biker'), now condensed to the 4 Phases in the current edition of 'Roadcraft'.

Having read Mike's article I turned to my 1977 version (surprisingly, not written on papyrus), and throughout it there are my marginal notes and in Chapter 1 I have

***"There is no doubt about it, we in the UK are reluctant to use the horn for its proper purpose"***

commented that there are at least 18 references to 'consider(ation)', which fits in nicely to Mike's reference to 'time to react'. For Mike tells of his experience when a horn note was considered but not given, out of his consideration for elderly people nearby. Mike, referring to the previous 'System' reminds us that the horn was given a heading of its own – the fifth in the six Features, and I would certainly agree that it should have its original prominence given an airing. There is no doubt about it, we in the UK are

reluctant to use the horn for its proper purpose; we'll use it to rebuke and we'll use it to say 'hello' or to say 'I'm sitting outside your house and it's pouring with rain – are you coming with me or not?' but using it as an audible tap on the shoulder of a pedestrian as an 'excuse me, but I'm here' is usually met with a frown, at the very least.

Looking back at that early edition and its predecessor the 1960 version, the diagrams are so quaint compared to the digitally produced current edition. There is also a reference to 'Lamp Signals' where we are advised to 'switch the headlamps on and off during the hours of darkness. This is an excellent means of giving warning of approach at a road junction....' Switch on and off? Now it's a flick of a switch! In fairness though, this was acknowledged in the 1977 version.

The positives, in my view at least, in the early editions were the Linkages of Controls (1960 version) where drivers are encouraged to consider (that word again) combining controls as combinations of two. 'Driving Mirror and Signals'; 'Driving Mirror and Brakes'; 'Brakes and Steering'; 'Steering and Acceleration'; 'Gear lever and Clutch'. Associates would do well to implement this technique into their driving, especially the use of the Mirror(s) before changing Speed or Direction.

Today's edition lays much emphasis on the mental skills required and advised in driving – the whole of Chapter One is devoted to the subject even to explaining the brain's ability to process information. All this leads to driver-attitude which I for one applaud, as the real skill in driving is done at the top end of the human frame and not the feet end. Long forgotten now are The Ten Commandments (still there in the 1977 edition), which is a sad omission. Perhaps too long to detail here (Mr Editor, you might like to reproduce these in a future edition of MAINBEAM?), but these very neatly summed up advanced driving philosophy in a short sequence.

So Mike, you've put me in my armchair, sitting in front of the fire, smoking my pipe and reminiscing! Actually we don't have a fire and I don't smoke either, but in case any younger drivers think that The System was more sedate 'then' – I would point out that emphasis has always been put on Progress – when safe to do so.

Keep space!

## Shining Glory — Ian Carroll

### Ian finds out how to brighten up your car's paintwork

If your car's paintwork is looking a bit dull, one way to improve it is to use a "Clay Bar". In 1990, Tadao Kadate of Japan invented clay resin which removes airborne contaminants. Over time minute particles of metal and dirt embed themselves in your car's paintwork. If you stroke your car's paintwork, even after it's been cleaned, you might still feel a rough gritty surface and no amount of elbow grease will remove it. These particles will in time undermine your car's paint job and eventually lead to corrosion and pitting of the paint. The following is a basic guide to using a "Clay Bar" based on my experience of using one.

You can get the "Clay Bar" as a kit complete with lubricant and microfiber cloth or you can pick up cheap "Clay Bars" off Flea bay and use liquid car shampoo as a lubricant. My guide is based on using a *Meguiar's* kit

Park your car in the shade and let the surface cool. Wash the car with car soap and a soft sponge to remove all surface debris. Rinse it and let it dry completely.

Take the "Clay Bar" out of its wrapper and knead it between your fingers until it becomes soft and pliable, then mould it into a disc shape. Spray the lubricant spray on a small area of your car's surface. Stroke the clay bar across the lubricated area several times. Look at the clay to see the small pieces of debris and contaminants it picked up. Fold the clay bar over when the area touching the paint looks dirty; knead again to a disc shape. Move to another area and repeat the spray and rub process. Do this to the entire car. Work on the paint from the top to the bottom. Start with the roof, boot and bonnet, and work down the car to the bottom.

When you run out of elbow grease, you'll run out before the lubricant does! Place clay into a sealed bag with a small amount of water to keep it moist for future use.

Your car's paintwork will now feel like glass, watch when the cat jumps on the bonnet and slides straight off. All it will need now is a good waxing to seal and protect your paintwork.

## Think! Advice on Driver Fatigue

### Fatigue

#### *Don't drive tired*

Studies have shown that drivers don't fall asleep without warning. Drivers who fall asleep at the wheel have often tried to fight off drowsiness by opening a window, or by turning up the radio. This doesn't work for long.

### The facts

- Research suggests that almost 20% of accidents on major roads are sleep-related
- Sleep-related accidents are more likely than others to result in a fatality or serious injury
- Peak times for accidents are in the early hours and after lunch
- About 40% of sleep-related accidents involve commercial vehicles
- Men under 30 have the highest risk of falling asleep at the wheel.

### THINK! Advice

- Plan your journey to include a 15-minute break every two hours.
- Don't start a long trip if you're already tired.
- Remember the risks if you have to get up unusually early to start a long drive.
- Try to avoid long trips between midnight and 6am when you're likely to feel sleepy anyway.
- If you start to feel sleepy, find a safe place to stop - not the hard shoulder of a motorway. Drink two cups of coffee or a high-caffeine drink and have a rest for 10 to 15 minutes to allow time for the caffeine to kick in.
- Remember, the only real cure for sleepiness is proper sleep. A caffeine drink or a nap is a short-term solution that will only allow you to keep driving for a short time.



## Sainsbury's Driver Behaviour Index 2011

The [Sainsbury's Car Insurance](#) Driver Behaviour Index 2011 reveals that British roads are becoming safer, as driver behaviour has improved significantly in the past year.

A recent on-line poll of 1,548 drivers over the age of 18 carried out by ICM Research on behalf of Sainsbury's Finance found that the number of motorists admitting to driving while using a mobile phone has almost halved, from 11% in 2010, to 6% in 2011. The number of drivers who admit texting while at the wheel has fallen from 6% to 4% in the same period. Drivers in the North West are the worst culprits when it comes to using their phones while driving; 12% chat without a hands-free kit while behind the wheel and 7% send text messages.

There is no room for complacency however; reaction times for drivers using a phone are around 50% slower than normal. Indeed, ICM estimate that over 9.8 million drivers a month risk fines and endorsements on their licence because of their actions behind the wheel.

The number of drivers who admit driving while feeling tired has reduced by 10% in the last 12 months. According to Directgov, tiredness is the cause of 20% of crashes on major roads.

The number of drivers who admit to being under the influence of alcohol consumed the night before has fallen dramatically from 11% last year to 6%.

When getting behind the wheel this year, drivers said they were more likely to take basic safety precautions; 3% more people are wearing their seat belts and 5% more people are ensuring that they have good visibility and are not driving with fogged up or frozen windows.

**Ben Tyte, Head of Sainsbury's Car Insurance, said:** "It is fantastic to see that driver behaviour on our roads is improving. Campaigns such as the Government's hard hitting Think! activity has had a real impact on driver behaviour. We'd like to see an even greater improvement next year and would encourage drivers to think about the risks associated with less obvious driving bad habits such as eating behind the wheel or driving in inappropriate footwear."

2011 has also witnessed a reduction in aggressive driving behaviours on British roads. 2% of drivers admit to road rage, down from 6% in 2010. The number of drivers tailgating has also fallen, from 6% to 5% in the last year. Worryingly, excessive speed is the one metric where driving behaviour has deteriorated over the past year. One-in-five drivers admit to driving too fast in the last month compared to 16% making this admission 12 months ago. Drivers in the West Midlands are the most likely to drive excessively fast, with a quarter admitting to exceeding the speed limit by more than 10 mph in the last month.

The poll found that eating and drinking behind the wheel remains the most prevalent 'bad habit' on the roads. Although over a quarter of drivers admitted to doing this, the figure has fallen by 11% in the past year.

The summer washout this year may account for the dramatic reduction in people driving in inappropriate footwear, such as flip flops, which has reduced from 18% of drivers in 2010 to 12% of drivers this year.

So how does the North West compare with the remainder of the country (which includes Wales and Scotland)? As can be seen from the table below, while not the worst, our region's drivers could benefit from one of our courses!

Driver Behaviour	North West	Country Average
Eating & Drinking	29%	28%
Fatigued	15%	18%
Driving in flip flops / no shoes	10%	12%
Excessive speeding	20%	19%
Using mobile phone	12%	6%
Texting	7%	4%
Programming GPS on the move	19%	16%
Driving under the influence of alcohol from the night before	9%	6%
Driving without a seat belt	8%	5%
Driving with limited visibility	1%	3%

## Visit to NWAA — Karen Carroll

### Karen gives an account of the Group's recent visit to North West Air Ambulance

What a fantastic and very informative day was had by all who went along on Saturday, 25th June 2011 to City Airport Manchester, where Simon Smart had arranged a visit for Manchester Group RoADAR Members to learn more about how North West Air Ambulance (NWAA) operates.

We were greeted by Alison, Regional fund raiser for NWAA, who introduced the group to one of the pilots and a couple of the Paramedics.

We gathered around one of the air ambulances (one of two—the other being based in Blackpool) and were given a detailed explanation of how it operates. We were invited, one by one and one at a time, to sit in the front paramedic seat and to view the controls. We weren't, however, allowed to touch any of the controls, not even the door ejector lever!

The amount of medical equipment that is transported on every call out is astronomical! I am sure many others, like myself, were totally amazed!

The aircraft reminded me of the 'TARDIS' (Time and Relevant Dimension in Space) i.e., not very big on the outside but every nook and cranny was utilised and housed on the inside with essential life-saving equipment.

We were also informed that, should the need materialise, operations could also be performed while the craft was in flight.

It was also good to learn that the rescue operation is never more than 15 - 20 minutes away from an injured person needing medical attention and a maximum flying time of 10 minutes to the nearest, appropriate, hospital from any location in the region.

It is recognised that by receiving treatment at the scene, and arriving at hospital within the 'golden-hour', the patient's chances of survival and speed of recovery are dramatically improved.

The crew can also choose which hospital to forward the patient to, depending on the type and severity of the injury, therefore, taking them to the hospital that would

specialise in a particular injury thus increasing the patient's chances of survival.

Alison informed the group that in December 2005, the NWAA was able to commission a brand new aircraft, thanks to the late Katie Caine, from Thornton, Cleveleys, who left them £500,000 in her Will. Thus, the aircraft was named 'Katie' in her honour.

It was astounding to learn that the cost to keep both air ambulances in operation is nearly 4 million pounds per year.

NWAA is a Charity based organisation and therefore dependent upon donations from corporate, private sector and the general public for support and organising fund raising events.

During our afternoon, we were able to see the air ambulance take off as it was called to an emergency. We had to stand well back because the force of the blades as they spin is so powerful, that they have been known to blow spectators over. Seeing as I had my umbrella up, I stood as far back as possible as I didn't want to perform a 'Mary Poppins'!

Have you ever been in a plane when the pilot announced that he was going to 'circle' the craft before landing? Well if you

have, it just might have been because an Air Ambulance was on route to an emergency. The Air Ambulance has jurisdiction and right of way of air space in order to get to an emergency. That is good to know!!

We should always be thankful for and remember how fortunate we all are to have the expertise, professionalism and immediate first aid of the NWAA.

They will be there for us, no matter the extremities of the location.

Thank you for a most informative and interesting day.

Keep up the good work, we all appreciate you!!!!



Manchester Group Members seen presenting NWAA with a cheque for £170

## Holiday Driving Impressions — Adrian Farrow

### Adrian tries a new motoring experience on a recent holiday in Devon

I enjoy driving my cars: first, there is a 9-year old Saab 9-3 2-litre low pressure turbo convertible and it does most of the things I want it to. It is a reasonably economical, easy to manoeuvre vehicle for the city, where I do most of my daily driving; it is a relaxed cruiser, equally at home on twisty B-roads and motorways; on (rare) sunny days, I can enjoy open-top motoring; it will seat four in comfort and has a boot which will take 2-weeks worth of luggage or with some ingenuity, a large amount of garden waste to the tip.

I also love our ageing Peugeot 406 Coupe – now almost 14 years old, but still turns heads and has a very un-environmentally-friendly 3-litre V6 engine which sounds and performs fabulously. The Peugeot still feels special and has the biggest boot of any grand tourer I know.

Last, but not least is my “play car” – a 25-year old Porsche 911 3.2 litre Carrera, bought a few years ago with a dangerous disregard for all the good advice available to used car buyers, when I popped a cheeky bid on EBay one Sunday afternoon. The 911 gives me face-ache because I grin constantly whenever I drive it. It has lightening-quick acceleration and powerful brakes, with the handling characteristics of a go-kart.

So what did I choose to take on holiday to Devon recently? None of the above, you may be surprised to learn. Our holiday was in the way of a large family gathering to mark the 30<sup>th</sup> birthday of one of the nieces. The plan was that I would have representatives of 3 generations in my car: Grannie (90 years old), one of her daughters and that daughter’s daughter.

I booked a “Kia Sedona or similar”, but when I presented myself at the car hire company office I was handed the keys of a Hyundai i800.

It had a 2.5 litre diesel engine which boasted 170 bhp and had 3500 miles on the clock. I had a good look around before I set off – first to check for any damage (I’ve been caught out before with hire cars) but also to have a look at the dimensions and overhangs.

The controls were all very car-like, except the indicator and wiper stalks were on the opposite sides to the cars I was used to driving. The seating position was pretty impressive – but I noticed that I had no view at all of the front of the bonnet and there were no sensors to help. The position of the front nearside corner was a matter of pure guesswork. I was glad that I had walked around to judge the shape and dimension before I got in.

The engine was quiet and smooth and I barely registered that it was a diesel. The clutch was light and

engaged smoothly and as I drove off, I became acutely aware of two things: the very impressively tight turning circle and the sheer length of the beast.

The accelerator was pleasingly responsive and the gearchange light and precise. My eyes were constantly checking my position on the road and my proximity to other vehicles because not only was it long, the i800 was pretty wide too. Between the two front seats was enough space to have fitted a third full-size seat.

I was impressed immediately by how nimble it felt on the road. My initial cautiousness about the sheer size began quickly to recede as the manoeuvrability and eagerness of the punchy engine somehow made the i800 feel much more like a car than the minibus it actually was.

The one huge difference, though, was the commanding view of the road ahead. It is amazing how much additional observation is possible when you can see over the cars ahead.

The jackplug and USB port to play music through the radio/CD were noted by my passenger, as was the 12volt power supply (not that we had anything to plug into it, but it was good to know it was there).

On the move, even at motorway speeds, it was impressively refined inside; a normal conversation was entirely possible. I found that the 5-speed gearbox was well-suited not only to town driving, but also to the cut and thrust of the motorway so that there was no difficulty in maintaining good progress through the traffic at motorway speeds. There were reassuring reserves of power available on tap in any gear.

Like any large vehicle, sidewinds and the disrupted airflow from HGVs were noticeable, but the i800 never felt remotely unstable.

For the week in Devon, the i800 acquitted herself well. Never feeling too large, even on single-track roads and always well within her capabilities. I felt relaxed and comfortable and the view over the hedgerows was a bonus for everyone.

Our return journey was a marathon and took almost 9 hours, but neither I nor my passengers reported any physical discomfort from the experience.

An hour or so after arriving home, as I deposited the keys to the i800 in the return box at the car hire office, I was sad to leave her behind. I had enjoyed our time together. Within an hour though, I was back in the Saab with the roof down driving into the last of the evening sunshine.

## Malcolm Millington Memorial Ride— Mike Reilly

### Mike reports on a special Bike Section Ride-out

The Bike section's June Social ride was dedicated to the memory of Malcolm Millington. In 1999 Malcolm, together with 2 other Manchester Group Members, helped form the Group's Bike Section and until his untimely death in October 2006, was the Group's longest-standing bike tutor. Malcolm was a committed enthusiast who spent many weekends passing on his knowledge and experience to the Section's associate members.

This special ride-out was expertly organised by Dave Timmins and attended by Malcolm's wife Christine and his two brothers, Derryl and Ian together with over 40 other motorcyclists, which included Manchester Group members and tutors. We were also supported by our colleagues from the Liverpool Group of RoADAR and had riders attend from as far afield as Derby, St Helens, Chester, Yorkshire and Staffordshire. Having Malcolm's family involved made the whole occasion very special for both us as a group and the family who were deeply touched by the support and camaraderie shown.

We extend our gratitude and thanks to them all for being part of such a special day.

On a glorious summer day where sunglasses and ice creams were the order of the day, a trip out to North Wales via our usual watering hole, The Raven Cafe at Whitchurch, and then onto Lunch at the Ponderosa on the Horseshoe Pass was rounded off by a leisurely ride back through the Welsh countryside.

Two groups of over 20 riders was surely an impressive sight to see and was further swelled by those members who joined us en-route.

Some of our visiting members left us en-route peeling off to their own home locations whilst the main party headed

back for refreshments at Poplar Services where we started the day and from where we could return Christine to her home in Lymm, safe and sound of course, as you would naturally expect.

Christine has asked me to include the following note of thanks:

I would just like to say a big 'thank you' to everyone who gave their time to join Malcolm's memorial ride-out on Sunday 26<sup>th</sup> June. I felt so proud and it was wonderful to be able to take part in the day by riding as pillion. The weather and chosen route were perfect – Malcolm's favourite ride was to North Wales, on a sunny day, via the A49, with several coffee stops along the way; I know he would have loved it.

Malcolm was passionate about motorcycling and dedicated his spare time to tutoring motorcyclists to

ride with skill, good judgement and most of all to ride safely. The Memorial Ride was a tremendous tribute to him and it is heart-warming to have his efforts recognised.

Thank you all so much for remembering him.

Christine Millington

I would like to thank all those members who attended on the day and helped make it so special and one to truly remember. A special thank you to Dave Timmins for his vision and hard work in organising the day, liaising with family and our colleagues in the other regions. I would also like to thank Christine, Darryl and Ian for not only attending but for being thoroughly good sports all day, partaking fully and for making the whole day possible. I think it was a huge success and one that Malcolm's family and the Group can both be very proud of. It goes without saying that they have an open invitation to any of the bike section functions and social rides and we hope to see them all again soon.



Malcolm pictured on his favourite motorcycle which he and Christine used regularly to tour Europe.

## Tony's quiz—Tony Richardson

### HIGHWAY CODE

1. When are you permitted to cross or straddle a solid white line?  
(Highway Code Rule 129)
2. What is the rule when leaving a parked vehicle unattended?  
(Highway Code Rule 123)
3. What is meant by advanced stop lines at traffic lights?  
(Highway Code Rule 178)

### ROADCRAFT

1. What is the best way to correct a front wheel skid?  
(Page 93 Roadcraft)
2. What is meant by acceleration sense?  
(Pages 64 Roadcraft)
3. What is the System of Car Control?  
(Page 48 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!**

## Letters

Dear Debbie,

May I through your good offices of Chairman express my gratitude and thanks to all the observers of the Bike Section of Manchester RoADAR Group.

My Observers, in particular David Timmins and Tony Brammer, deserve a special mention as without their help I would not have obtained such a high grade. Their skill, knowledge and dedication to training riders in safer riding is to be applauded. Recent high pass grades are testament to the quality of their guidance.

As I am sure you are aware, Observers give up a great deal of their spare time to help riders improve and I would just like them to know just how much they are appreciated.

Regards and safe riding,

Doug Blackburn.

Dear Debbie,

I have been taking Advanced Riding lessons with Dave Timmins from Nantwich, Cheshire over the past year. When I started, I thought that I was a good, safe rider. However, after only one lesson with Dave I soon realised I had a lot to learn. I enjoyed every lesson with Dave; his instructing technique is excellent, and he passed on his knowledge in a way that made it very easy to learn.

I took my test for the first time approximately 8 weeks ago and was pleased to learn that I passed at Gold level.

I know that this wouldn't have been achieved if it wasn't for Dave's continued help and support throughout my lessons.

He is a great guy, and has a lot of knowledge to pass on, and I cant thank him enough. I wanted to let you know how much he is appreciated.

I am lucky also that I live about 4 miles from Dave and will be able to stay friends and continue to ride with him.

Thank you,

Mike Simpson-Willett



## HONOURS AND COMMITTEE

<b>GROUP PRESIDENT</b>	<b>Adrian Farrow</b>	
<b>HONORARY MEMBERS</b>	<b>Syd Hinks (1975); John Holland MBE (1988); Peter Croft (1991 - 2006); Phil Harrison (1991); Neil Ashton (1995); Margaret Dyson (2004—2009); Jean Farmer (2006); Mike Beavan (2009); Adrian Farrow (2010).</b>	
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Contributions to MAINBEAM are welcome and should be sent to Simon Smart. The views and opinions expressed in this Newsletter are those of the individual contributors and do not necessarily express the views or policies of RoSPA, RoSPA Advanced Drivers and Riders or MANCHESTER GROUP of RoADAR

50/50 Club 2011 Application

Dear Reader,

Here is your chance to purchase a share in the Manchester Group annual 50/50 Club. Simply complete the form below and send it with your payment to reach Simon Smart, the Group Treasurer no later than **31st October 2011**.

To: Simon Smart, 2 Grebe Close, Knutsford, Cheshire, WA16 8HW.

I wish to take ..... share(s) at £12 per share in the 50/50 Club to run for 12 months commencing on the first Associate meeting in November 2011. My cheque/postal order payable to "**RoADA SOCIAL ACCOUNT**" for the sum of £ ..... is enclosed.

Please print the name(s) and address(es) of shareholder(s) below:

.....  
.....  
.....  
.....

Applicant:..... Applicant's Signature: .....