



Fancy a Tweet?



If you've visited our web site recently (www.safedriversandriders.org.uk) you'll no doubt have noticed that we have embraced the world of online social media. Online social media, (or social networking as it is also known), refers to digital communication generated by members of the public. Nowadays, if you have access to the internet, you don't have to be an author or newspaper editor to publish your thoughts. **Twitter** and **Facebook**, the two social media sites we use on our web site allow the sharing of information and comment between like minded people, in our case with an interest in advanced driving and riding. The content of social media sites is provided entirely by the users.

Manchester Group RoADAR have adopted social media because it is an easy and rapid way for the Group to make announcements to our members and allows members to exchange and share views, knowledge and other relevant information. Importantly, you don't have to be computer literate to use social media and it's very easy to create an account.

Note that you can sign up for **Twitter** and **Facebook**

accounts without having to provide any personal information.

If you already have a Twitter account, navigate to:

twitter.com/roadarmcr.

If you have a Facebook account, log on then type roadarmcr.manchester into the 'Search' box.

If you don't have a Twitter account, navigate to twitter.com and click on the "Sign Up" button, which brings you to the 'Join the Conversation' screen. Enter your name (which does not have to be your real name), decide on a Username, for example *Mintel*, then think of a password and finally enter a valid email address. If you're nervous about security, set up a new email account using, for example, Gmail or Hotmail, which you can then use exclusively for your social networking activities.

To sign up for Facebook, navigate to facebook.com and enter your details including a valid email address. Note that you can set up a Facebook account without having to enter full personal details, something you would only have to do if you were to set up a profile.

There will be more details in the next issue about using Twitter and Facebook accounts.

Group Social, 9 November

November's Group Social will be held at Woodley Civic Hall on 9th November, starting at 7.45pm for 8.00pm.

This is a social evening with a difference because it's going to be exploring the world of the paranormal—ghosts and spirits!

Sharon Slinn, general manager of ClubZero Ghost Group will give a talk on how the Group investigate the spirit world. Be there if you dare!

Group Walk, 9 October

The next Group walk will be on Saturday 9 October. The walk is flat and 5.5 miles long sampling the delights of the countryside surrounding the magnificent landscaped park of Arley Hall and the charming village of Great Budworth with its historic cottages.

If you would like to go, contact **Mike Beavan**, 01625 428444 or email membership@safedriversandriders.com See page 9 for more information.

50/50 Club 2010/11 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**.

From the Chair

By Lee Davies

Chairman takes back seat!

At our Annual General meeting earlier this year, when discussing our successful motorcycle section I commented that I'd never been on a motorbike! "We'll soon change that!" said Group Motorcycle Tutor Alan Tainsh.

Well a lovely August Sunday afternoon was to change all that which started off with fitting the safety equipment before the safety briefing.

As a Group Tutor Alan has all the latest radio equipment fitted to his bike which includes an earpiece and microphone inside the helmet which was useful for when Alan gave an excellent commentary ride!

So an easy start from Alan's house in a 30 zone –

I could see the digital speedo over Alan's shoulder so no room for error there! The first thing I was aware of was the advantageous position being higher than car drivers (especially being on the back). Before long it was into a national speed limit area and before I knew it we were on the Snake Pass. Wow! – overtakes in the blink of an eye as my knuckles were now turning white holding on tight.

The second thing I had never thought about was how much of a bonus being on two wheels is with regard to road position for bends. Being able to move several meters left or right gave amazingly different views of the road ahead compared to

we car drivers who may be lucky if we can adjust our position by more than a few centimetres.

After a quick sausage and egg at a butty stop (I was getting into this biking thing now!) we were off again down some quiet 'B' roads with some excellent straights for speed and bends no doubt good for training.

At one point (looking as far as I could see of course) travelling at 60mph I noticed the bonnet of an oncoming car dip (no doubt braking) as he approached an unmarked crossroads without any signals. I got that 'What's he doing?' thought as

Alan's commentary in my left ear confirmed we were braking for that very reason. "Phew! – I'm glad you're thinking the same as me" I relayed back.

It made me think – no

wonder the casualty rate is so high if motorcyclists aren't riding to the 'The System'. At least us car drivers have crumple zones, seatbelts and about 15 airbags if we get it wrong.

Not sure if I'm a born again biker just yet but definitely an experience I'll never forget and thanks again Alan!

Young Driver and Rider Scheme

You may recall that earlier in the year at our AGM we agreed to launch our Young Driver and Rider Scheme, offering free training to drivers and motorcycle riders in the under 25 age group.

Every year, over 3,000 car drivers aged under 25 are killed or seriously

injured on Britain's roads. THINK! Road Safety reports that drivers 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.

The Young Driver and Rider Scheme will target this high risk group in our area by offering sponsorship for up to 15 young drivers or riders each year to undertake their practical advanced driving training course. Every 4 months up to five places will be allocated 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. The Group, run by trained volunteers aims to increase road safety by teaching advanced techniques to improve observation, anticipation and planning and focussing on what are often contributing factors to collisions. As a result, not only do members benefit from lower insurance premiums, improved fuel consumption and less wear and tear to their vehicle, more importantly it is statistically proven that Advanced Drivers and Riders are less likely to be involved in a collision.

For more information about RoADAR Manchester or for further details about their Young Driver Scheme, please visit www.safedriversandrider.org.uk or phone Mike on 01625 428 444.



This, that and t'other

By John Holland

Stand by for a revival of that good ol' topic for argument – the speed (sorry, 'safety') camera! Because of Government spending cuts local authorities are considering reducing or scrapping altogether these yellow roadside money boxes. In fact, as I write this, Oxford County Council is switching theirs off and the Wiltshire and Swindon Safety Camera Partnership has closed, meaning that all fixed cameras in the region will disappear, with Norfolk, who stand to lose £440,000 in government money preparing to do so. Whilst local authorities are hesitating at actually pulling them out of the ground, several are considering the option of switching them off, as the number of partnerships drops from 37 to 36. Whilst the cameras are often regarded as being 'sneaky', by law their positions are permanently advertised.

So where do you stand on the issue? For or against? No, no debate please, for or against? Consider your answer before reading on.

My short side road opens on to a 30mph single carriageway road, wide and very straight for about half a mile. I estimate that some cars and vans exceed 55 mph as they pass by. One argument would be to increase the speed limit to, say, 50mph. Fine, except for one thing; property borders this road with its relevant access. Not too far away there is a school too, with youngsters walking and cycling along this stretch. A Speed Indicator Board certainly earns its keep with an almost continual flashing of a warning message, triggered only by excessive speed above the posted limit.

I wonder how many drivers appreciate stopping distances? I know that whenever I carry out a straw poll on the subject I gain some satisfaction in the amazed response from my victims. So multiply my small poll audience to the hundred who pass along my sample stretch of road alone and perhaps we can begin to appreciate the true problem.

In an ideal world we could do away with speed limits if drivers could be trusted to behave themselves. After all, 20mph along a road outside a school is ludicrous at 3am isn't it? Unfortunately, we motorists as a breed can't be trusted to behave responsibly, so enforcement has to rear its ugly head.

I enjoy my motoring and I get real enjoyment out of driving quickly; not motorway 'quick' but country roads 'quick', where previous training comes into its own with use of observation and limit points. More to the point, I can still get it wrong! Not disastrously but sufficient to think 'Must try harder'. So I wonder where the speeder passing along my example road stands when confronted by twisting country roads? Quite likely giving good examples of unnecessary braking, atrocious lines-through-bends, poor steering and lack of legal progress, I don't doubt!

Fast and loose. Well now, ladies, you do surprise me! If a report from the Environmental Transport Association is to be believed (and why shouldn't it?), 60 percent of men would drive less in order to reduce their motoring costs, but less than half of women would be prepared to do the same.

Add to that the claim that 45 percent of men would drive more

slowly to use less fuel, but only 37 percent of women would curb their speed to save money in this way. However, you do get credit for 'travel blending'. This is the skill in combining several car journeys which is seen as one of the most effective ways to reduce the impact on the environment in driving.

Director of the ETA, Andrew Davis, thinks that women are more 'greener' than men too. "Since women do fewer miles and are far more likely to keep to the speed limit than men, arguably they are the greener drivers." He does though, have a dig at you in saying, "But everyone can enjoy financial and environmental benefits by occasionally leaving the car at home."

Dolce vita. If you have ever driven, or been driven, in Italy you will know that there is always an added frisson of excitement by the techniques of resident drivers. They have their own style of driving which might be open to question if casualty figures are anything to go by. In a country with more than 5,000 registered mortality crashes last year alone, drivers must renew their licences every 10 years up to the age of 50. Then, up to the age of 70 they must renew every 5 years, and after that every 3 years. Now, in a further step at 'accident' reduction the authorities are considering banning altogether drivers when they reach the age of 80.

As ever, driving to advanced standards is the answer to many of today's traffic problems!

Keep space!

Beware the Jabberwocky, my son!

By Ian Carroll

Especially if he's on his Mobile Phone or listening to his MP3 Player!

These days cars are loaded with gadgets: sat-navs, CD players, mp3 systems, parking sensors, hands-free mobile phone kits, DVD players in headrests; the list goes on.

However, as our thirst for the latest technology increases, road safety charities and motoring groups have warned that in-car devices could be a major distraction and lead to more accidents on Britain's roads. The Sunday Times coined the phrase "iPod Zombie Cyclists". This curiously termed phenomenon concerns urban cyclists riding while listening to music via earphones and is being blamed for causing cyclist injuries and deaths on the roads.

In London, workers distracted by their MP3 players are being blamed for a doubling of major accidents in the Square Mile. The number of pedestrians killed or seriously injured in the City went from 12 to 26 between 2005 and 2006. The figures for "slight" injuries also rose, from 80 to 86.

Edmund King, the president of the AA, called on the Department for Transport (DfT) to launch a campaign warning cyclists of the risk. The number of urban cyclists

has grown so sharply that safety groups say the risky behavior of a minority can cause serious problems.

The latest DfT figures show that 820 cyclists were killed or seriously injured in the three months to June, a 19% rise on the same period in 2008. It is not known how many of these cases were caused by people



listening to music because the DfT and the police do not record the information.

More drivers are using hand-held mobile phones than before the tougher penalties were introduced, the Transport Research Laboratory has said.

It found, in a study involving more than 14,000 vehicles, that 2.6% of car drivers used hand-held phones in 2006. A year later, after tougher penalties of a £60 fine and three penalty points were introduced, the proportion dropped to 1.4%. But since then, however, the percentage of drivers using

mobile phones according to the study has risen to 2.8%. Phone-using drivers are four times more likely to crash, the TRL added.

Ministers say work continues to highlight the dangers.

And it is the same picture with taxi and van drivers. They too are now more likely to use a hand-held mobile phone than they were before the penalties were increased.

The researchers split drivers into three age groups and found women aged 17-29 were most likely to use a hand-held mobile while driving. For men, it was the 30-59 group

Dr Nick Reed from Transport Research Laboratory said, "Your reaction time is likely to be slower, you're more likely to drift across into the adjacent lanes and you're less aware of what's going on around you. You're less likely to check the mirrors and know there are vehicles there so you're at a much greater risk of having an accident."

The same report shows hands-free mobile use by car drivers has risen consistently, from 1.2% in 2006 to 4.8% in 2009.

But safety campaigners argue that hands-free mobiles are little better because most of the problems come from the concentration needed to have a conversation while driving.

FIFTY-FIFTY DRAW, July 2010

First, No 28, Terry Moore drawn by Aldene Woodward
Second, No 19, Alan Yates drawn by Jean Farmer

FIFTY-FIFTY DRAW, August 2010

First, No 18, Sue Haslam drawn by Martin Robinson
Second, No 29, Paul Medina drawn by Roger Brace

FIFTY-FIFTY DRAW, September 2010

First, No 39, Marie Holland drawn by Gareth Neugebauer
Second, No 15, Eva Farmer drawn by Dan Reed

Tenez la Gauche and Links Fahren!

By John Holland

Living here in Essex very close to Harwich International Port I have now become used to the road signs reminding drivers to 'drive on the left'. I'm sure that these signs are not aimed specifically at the HGV drivers, but rather the drivers of cars. The ferry traffic entering this port is mainly from Germany, France, Scandinavia and Holland, but some cruise ships call in on a regular basis disgorging passengers from a wider field. Sadly for the economy of this area, these passengers usually head off for the sights of London and Cambridge, usually in a flotilla of coaches, returning in time for the ship's departure in the early evening.

However a story in the local paper highlights the anger of passengers from a cruise ship from Miami (and so, presumably, Americans), who were kept waiting for 4 hours because of a glitch in the booking of hire cars. Some went off on a sight-seeing coach tour of Colchester instead, but others elected to wait for their hire-cars to arrive, so I wonder at the state of their mind when driving?

Just a few years ago I did a series

of advanced driving courses for an oil company at their base in South Shields. I had been asked to tailor this course specifically for Americans who would be working in the UK for up to 3 years. Only automatic cars were provided as the Americans, generally, didn't



cope with manual drives, but the biggest problem, and one that I found that I had to base much of the course on was – coping with roundabouts, or 'circles' as they preferred to call them. They do have them in America, but they are so few relative to the size of the country that many American drivers never encounter one in the whole of their driving lives. One oil man told me that he picked up his car from Heathrow on his arrival in this country and was almost immediately confronted with a 'circle', and big as he was, he admitted to being terrified.

Manchester Airport, as others of

course, provides a thriving business for car-hire companies, and I must admit when the airport began to expand I took great delight in trying to spot these cars as most had a sticker or emblem stuck on the rear window – signs of a very sad life, you might think! Not really, because I tried to give these vehicles a wide berth, especially those driving away from MIA, assuming that the drivers were newly-landed.

The main road into the Harwich peninsula is the A120. It varies from an excellent dual carriageway when it leaves the A12, but becomes a single carriageway road, not having a much more elevated status than a country road, as it nears the port area. Surprising, but true. It also provides stories each week in that same weekly newspaper of crashes and collisions. I have no documented evidence of the percentage of foreign drives involved but it certainly gives me food for thought as I drive along it.

Foreign lorries and visiting cars have distinctive plates on them, and they are usually left-hand drive too, so usually easily recognizable. Those hired in this country though, less so. So be prepared for any sudden 'attack' as the driver copes with an alien territory.

Congratulations!

Congratulations to the following who recently passed the advanced test:

Rachael Lindley (Car) - Silver
Neville Jason (Car) - Silver

Chris Eaton (Car retest) - Gold
Dave Timmons (Bike retest) - Gold

John Bellingham (Bike) - Silver

Confundido en España

By Debbie McNamara

A short guide to prevent others being the same!



I love this sign. It makes me smile every time I see it. My limited (OK – nonexistent) Spanish tells me that I have to take a precaution or beware of something. To this day (and I've admired this sign for years!) I have no idea what I'm to be aware of!

Is it that as a car driver, there may be bikes close behind me so I shouldn't brake quickly? Is it as a bike rider, don't ride too close to cars as they may brake quickly? It could quite feasibly be either, or both, or a combination of many different elements. Whatever it means, the sign is eye catching and I never fail to notice it or think about what it might mean!

I'm lucky in that I get to visit Spain every year at the moment. It helps that my mum lives out there 50% of the time so all I need to do is jump on a plane, advise my landing airport and be



collected. Riding back to the house, in the middle of nowhere in Andalucía, I know I've arrived when I see my favourite sign!

Last year, we were travelling on some brand new motorways and I got a whole new sign experience. In the UK, if there is more than one sign on a signpost, we know we're supposed to read from left to right and top to bottom to get a sense of the order/priority of the signs. I wasn't quite sure of the order on this one though! And

there are many more signs like it, with even more options, usually seen as you join a motorway and are either travelling at speed or traversing a roundabout in the "wrong" direction! Not that easy to read quickly.

Of course, when you take a good look, it's obvious that the sign is showing the prohibited vehicles for the motorway and, as all these vehicles would be travelling a lot slower when they see the sign, they have plenty of time to read it and respond appropriately.

However, these small differences between Spain and the UK got me wondering what the other differences might be. Are there different driving rules in different countries? If so what are they? And do tourists fall foul of them each year? As I don't tend to drive when I'm in Spain, (why hire a car when Mum has one) I dutifully got my reporters notepad and pen out and here are a few things to bear in mind if you are driving in Spain.

The following must be carried at all times:

- Hi-Visibility vest (to be worn by every person outside the car in the event of a breakdown)
- Two fold out warning triangles
- Spare car light bulbs
- Full set of documents, including photo card driving licence, proof of insurance, MOT, vehicle registration documents and breakdown cover
- Spare pair of glasses (if you require them for driving).

Taking your car from the UK? Ensure you have the following as well:

- A GB sticker (unless you have a EU type number plate with the ring of stars containing your country code)
- Adjusters or deflectors for your headlights so they shine at the appropriate angle
- You must carry your passport at all times
- To avoid hassle also carry a small first aid kit and a fire extinguisher.

Motoring offences attract "on the spot" fines. Don't get caught out by these:

- You must put your headlights on if you're going through a tunnel
- You must indicate to overtake on a motorway and to pull back in to the right hand lane
- You must not cross a solid white line when entering a motorway
- You must not pull into the middle of the road to turn left if there is a solid white line on the road. In many cases you have to turn right to eventually go left
- Drink driving limits are much stricter than they are in the UK
- You are not allowed to have a speed radar detector in your vehicle, even if it's not being used
- You must pull completely off the road to use a mobile phone, unless you are completely hands free (no devices are allowed in your ears apart from hearing aids).

There are other rules, which tend to be



current initiatives, displayed as you travel the roads, like this sign.

Translated it means, throwing cigarette ends 4 points! Speed is also an issue and there are many police officers out with mobile radar detectors.

Additional rules for motorcycles:

- Dipped headlights are compulsory during the day
- Helmets are compulsory on machines over 125cc.

Don't let this article put you off the idea of driving abroad. Just remember, it's always worth researching the local rules before you travel because an "on the spot" fine is not a good memory of a holiday! I'm going back to Spain again at the beginning of September and I'm just hoping my favourite sign is still there – confusing motorists and making them think!

Do you have any tips for driving in other countries? Let us know!

Taken for a Ride

By John Holland

Driving instruction is exercising my mind this month. Around my corner of south-east England I have noticed fewer learners under professional instruction than I saw in the north west, even allowing for the reduced traffic density. This puzzled me at first, but then I realised that the nearest test centres are at Colchester, Clacton and Ipswich, the nearest being 20 miles away, and driving instruction being what it is, the majority of learners, encouraged by their instructors, tend to gravitate to areas adjacent to test centre routes. This seems to have a knock-on effect too on practice in the family car, for I see little evidence of that in the streets and roads of my area, and I haven't seen any manoeuvres being carried out by learners either.

Practice driving away from the formal driving lessons is invaluable – as long as the passenger is only giving guidance and not instruction. After all, we are talking of a life-skill here, a skill which should be properly taught, without the “Well, what I usually do in these circumstances....” approach. The AA have reported an alarming trend among those supervising learner-drivers in a non-professional capacity, for they found that about 23 percent of drivers did not know that they would be breaking the law when using a mobile phone whilst with learners. Furthermore, they risk disqualification by drinking, falling asleep or texting whilst carrying out this role. Also, if a driver needs to wear glasses when driving, then that driver is also required, by law, to wear them when sitting in with a learner.

Elsewhere, the AA also claims that up to 75,000 learners have, in the past year, been taught by a trainee instructor but were not made aware of this. Worse, around one in every ten pupils thought they were hiring the services of a fully-qualified instructor when they were in fact being trained by trainees. AA President Edmund King says, “This suggests that there are up to 75,000 learners a year who do not realise that their instructor is also learning on the job.” In its bid for transparency Mr King adds “Incredibly driving schools are not obliged to give you a transparent choice. There is a canyon between what learners think they are paying for, and what they get.” Fully qualified instructors display a green licence/certificate, whilst trainees are required to display a pink licence when giving lessons. But, says Mr King, “this is clearly leaving learners none

the wiser. Driving schools must be forced to come clean before more young learners are literally taken for a ride.”

Mr King has written to the Road Safety Minister calling for urgency to guarantee an informed choice for all seeking driving lessons, and the way driving schools use trainees. Continuing, he says, “We have heard of learners being passed between a succession of failing trainees without ever being told that their instructor is not fully qualified. These people pay money in good faith, but with each lesson they put themselves in the hands of someone who will never make the grade as an instructor.”

Having enjoyed the friendship and success of Manchester Group for so long before moving south-east, I am attempting to start a Group down here, but, sadly without any immediate success. This, together with the findings of that AA report, has emphasised the quality of the Manchester Group's Associate Scheme. I don't think Associates really appreciate the value of the Courses until they have experienced a few weeks of involvement, when the quality of the training really comes to light. Although neither pink nor green slips are issued to the Observers, and that it will be quite clear that naturally some Observers have more experience than others, the standard of training is excellent and reflected in the results at the end of each Course, whether individuals are awarded Gold, Silver or Bronze. As stated earlier, driving is a life-skill, and as such is on-going, far beyond merely passing that initial driving test, as many past-Associates have discovered when confronted with The System of Car Control.

It's always gratifying when an Associate, on passing the Advanced Test returns to train as an Observer, and I would urge any newly-passed Group member who has not yet done this, to give it deep thought. Yes, you may feel apprehensive about passing on your new-found skills to other drivers, but remember how you felt when you were an Associate in a similar position. Yes, you may feel nervous but do remember that you have a qualification which is a mark of your skill as a driver, and this, together with the training available through the Group and the gentle slowly-slowly introduction to passing on your knowledge is a great contribution to road safety. Oh, and one other thing – you'll enjoy it!

Advanced Tutor Successes

Manchester Group RoADAR

By Lee Davies



Congratulations to Chris Gandy, Paul Sykes and Becky McCabe on successfully completing their Advanced Tutor training. The training consists of 4 theory sessions and 4 practical sessions over 3 months plus all the many hours of studying Roadcraft inside out. The test consists of a 90 minute drive to gold standard with instructional commentary plus a theory test lasting about half an hour. Examiner Peter Haddock had his usual tricky theory questions; question 1 had me stumped (which was even more difficult than 'Tony's Quiz!');

In the event of a breakdown how many metres behind your vehicle should you place a warning triangle? (a) 25m, (b) 45m, or (c) 75m? If you're not sure check out Highway Code Rule 274!

Ladies Driving Challenge Day, 26 September

By Steve McKay

North West Air Ambulance in conjunction with the Fire Fighters charity are holding their first Ladies Driving Challenge at Oulton Park Racing Circuit in Cheshire on Sunday 26th September 2010.

For all you ladies who have ever wanted to get to grips with a fire engine or police car with blue lights flashing or maybe try your hand at driving a bus or a 44 ton artic then this is the event for you!

How about a JCB or mobile crane, maybe even a farm tractor? You can even demonstrate your advanced driving skills on the manoeuvrability area.

So that you know where money raised will go here are a few interesting facts about "our" Air Ambulance:

We currently have two helicopters covering Cumbria, Lancashire, Greater Manchester, Merseyside and Cheshire which cost the charity £4 million a year to keep airborne.

The original helicopter is still based at Blackpool Airport to cover Cumbria and Lancashire with the second helicopter based at Barton Aerodrome covering the remainder of the North West.

Every time one of the helicopters attends a rescue mission it costs a minimum of £1,000 depending on the distance to be covered and how long the helicopter has to hover over the area looking for a suitable place to land.

Most parts of our region can be reached with 15 minutes of the aircraft being requested by the ambulance crews on the ground and the casualty can reach the correct hospital to deal with their injuries within ten minutes flying time, therefore ensuring that the "golden hour" can be achieved in order to give the casualty the best chance of survival.

As RoADAR members it will come as no surprise to you that 48% of callouts are to road traffic collisions with the remainder being for falls 15%, medical emergencies 15%, sporting injuries 8%

and the rest covering all manner of incidents such as burns, rail accidents or even light aircraft crashes.

Some high profile incidents of recent times are the fatal school coach crash in Cumbria and the Cumbria shootings where the crews had to work extremely hard in very challenging and traumatic conditions.

This extremely valuable service is available seven days a week 365 days a year to those in need so why not come along to the Ladies Driving Challenge and have some fun in the process?

The helicopter will be based at Oulton Park for the duration of the day so you will be able to chat with the crew but please bear in mind that they may have to cut your conversation short if they are required to lift at short notice so hang onto your hat!

Tony's Quiz

By Tony Richardson

HIGHWAY CODE

1. What are the rules regarding level crossings?
(Highway Code Rule 291)
2. What are the rules relating to advanced stop lines?
(Highway Code Rule 178)
3. What precautions should you take in slow moving traffic?
(Highway Code Rules 151)

ROADCRAFT

1. What is the correct seating position for good steering?
(Page 78 Roadcraft)
2. What causes aquaplaning and how is it overcome?
(Pages 97 Roadcraft)
3. What is the safe position for following other vehicles at night?
(Page 33 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!**

Welcome to New Associates

Welcome to all the new Associates on the September course, some of whom are pictured below:



Lisa Aylwin
Lucy Caton
Martin Caton
Adrian Farrow
Kenneth Hughes
Jules Musgrove
Trevor Moore
Gareth Neugebaur
Pauline Pollard
Dan Reed
Gavin Tracey
Peter Tudor
Moiria Sykes

RoSPA Ramblers—Group Walk, 9 October

The next Group walk will be led by **Mike Beavan**, 01625 428444, email membership@safedriversandrider.com.

Meet 10am at the walkers' car park, Arley Hall, near Northwich, Cheshire.

Postcode for sat navs is CW9 6NA. Arley Hall is 4.5 miles north of Northwich and is shown on most maps.

Directions are signposted from junctions 9 and 10 on M56 and from junctions 19 and 20 on M6. Follow the brown

tourist signs.

The walk is flat and 5.5 miles long sampling the delights of the countryside surrounding the magnificent landscaped park of Arley Hall and the charming village of Great Budworth with its historic cottages.

Toilets are at the George and Dragon, Great Budworth – but for patrons only, so you may wish to purchase some crisps or a coca-cola. Bring a packed lunch.



MANCHESTER GROUP

RoSPA ADVANCED DRIVERS AND RIDERS

www.safedriversandrider.org.uk

HONOURS AND COMMITTEE

GROUP PRESIDENT	Adrian Farrow	
HONORARY MEMBERS	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).	
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BIKE OBSERVERS Alan Tainsh, Dave Timmins, Cliff Williams

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**.

50/50 Club 2010 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 2010**.

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 2010. 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: