

Newcastle Advanced Motorists.

Affiliated to The Institute of Advanced Motorists

Group Number: 4042

Group Registered Charity Number: 1049083

Website: www.iamnewcastle.org.uk



“We advance driving standards in the North East”

Group Newsletter: May 2012

Events:

All events are held at: Northumbria Police HQ, North Road, Ponteland, NE20 0BL
(unless stated otherwise) they commence at 19.30.

2012

June 20th, “Advanced Driving, the Special Assessment and the “new” test”.
David Heath

July 18th, David Hayes—Optometrist: “Eyesight and the Driver”

September 19th, Keith Wilson Fleet Manager Northumbria Police” subject TBA

Please Note: As Events may have to be cancelled or changed at short notice due to circumstances outside of our control, we ask Members to check the Group website or to ring the Group telephone 07737 204946 BEFORE coming to the Event. The website is updated on a regular basis.

From your new Chairman: I was honoured to have been elected as your new Chairman at the recent AGM.

Your previous Chairman (Ron Watt) had done a wonderful job under the circumstances, he never had a full and stable Committee during his tenure, and it is very difficult to plan and move things along when the foundations are not solid.

However we now have to look to the future. There are a few “challenges” to be met, but I am very confident that the Committee I have formed around me will meet these challenges head on and we shall move the Group forward again.

The priorities of my tenure will be:

1. **Stability:** to stabilise the Group – this Committee will be a big help to me with this.
2. **Guidance (training) of Associates,** a complete overhaul of the way we deal with Associates is called for. We need to review: a) Recording methods, b) pass rates, c) pass levels. By the time you read the long awaited newsletter I will have held a meeting with all of the Observers to form a Group Training Team under the control of the 4 Senior Observers.
3. **Retention** we need to retain Associates after they have passed their test. Of course we will also be following up those members who do not renew their membership of the Group.
4. **Recruitment** we will continue to have a presence at local shows to publicise the group and the IAM.

I am up for the challenges, but I do wish to spend more time away from IAM “work” and spend more time either walking in the hills or up to my neck in the Tyne fly fishing for salmon (not Salmon Fishing in the Yemen).

I look forward to seeing and meeting you all at some of the events we have planned, I also hope you will renew your Membership by completing the form that was either enclosed or attached (email) with this Newsletter.

Best wishes to you all. James Heneghan, Group Chairman.

Some questions for you: ... (Thank you John Lyon and Andrew Allerton)

1. According to the Transport Research Laboratory, what is the primary cause of crashes when overtaking?
2. How can you check if you have missed a safe opportunity to pass?
3. What offence is committed by resting your arm on the doorframe?
4. Apart from excessive speed, what is the suspension component that may cause the car to under steer on a dry road?
5. On modern automatic transmissions, electronics will synchronise engine speed when changing down. Even with a torque converter, what component in the transmission is potentially damaged if you do not synchronise engine, gear and road speed? What must you do to avoid this?
6. With an automatic transmission, should you stay in Drive in all road conditions?
7. What does the term “tyre trade-off” mean?
8. The “limit point” is not moving. What does that indicate?
9. What is meant by proactive steering technique?
10. What gear-changing technique will help you to match engine speed when you change down?

Answers on page 5

News from HQ ...

More than a million drivers now aged over 80

The number of drivers over the age of 80 has now topped one million according to information obtained by the IAM following a freedom of information request to the DVLA at the end of January.

DVLA figures show that there are now 1,012,399 drivers over 80. There are also 122 licence holders over the age of 100, including three 105 year olds, and one 106 year old woman.

The age gap between the youngest driving license holder and the oldest is 90 years.

But contrary to common assumptions, drivers in their eighties are not dangerous. The figures show that they are in fact much safer than their more youthful counterparts.

The rate of deaths and serious injuries in crashes among drivers over 80 is three times less than the rate for those aged 17-19. In 2010 almost one young driver aged 17-19 was killed or seriously injured per thousand licence holders.

The rate of deaths and serious injuries in crashes among car drivers aged 20 to 24 is 36.4 per cent more than the rate for drivers aged 80 or over.

However, drivers over the age of 80 are more likely to suffer serious injuries in a car crash due to their frailty.

IAM chief executive Simon Best said: "Older people need their cars which give them better mobility and access to more activities and services. Those who wish to continue driving beyond the age of 70 should only be prevented from doing so if there are compelling reasons. Rather than seeking to prevent older people from driving, we should make them more aware of the risks they face, and offer them driving assessments to help them eliminate bad habits. Driving helps older people play a full and active part in society."

The number of older drivers will continue to rise as the Office of National Statistics predicts that there will be 8.7million people over the age of 75 by 2033. This will represent an increase of 81.1 per cent of over 75 year-olds since 2008 - some 4.8 million people.

	Women	Men	Total
Over 60	4,489,829	5,867,347	10,337,176
Over 70	1,458,438	2,310,261	3,768,699
Over 80	350,852	661,157	1,012,399
Over 90	19,517	46,379	65,896
Over 100	35	87	122

Figures obtained from the DVLA show licensing statistics by age/ gender for January 2012

IAM announces a major new partnership with the RAC.

The IAM has agreed a new member benefit with the RAC that will provide greatly enhanced benefits for both Skill For Life sales and also the member benefit schemes. This new arrangement will mean the end of our current deal with the AA and the IAM will no longer be endorsing or promoting AA membership discounts.

The benefits of partnering with the RAC

1. A FREE year's RAC roadside and recovery cover with every Skill for Life course purchased in 2012. From March 2012.
2. Existing IAM members will benefit from 40% off every RAC level of cover (plus 20% off European cover)
3. IAM members will then receive a 35% discount on their RAC renewal premium every additional year
4. The RAC will work with the IAM to promote our courses to their seven million UK members
5. RAC vehicles can be booked for local group events and talks - details to follow

This is a wide ranging partnership with considerable benefit for the IAM and is effective immediately. Members with AA cover will continue to receive the discount levels until their next renewal date when they will have the opportunity to switch to the RAC scheme by calling in and providing the RAC with an activation code.

The 40% discount for existing IAM members is now live whilst the free RAC cover with a Skill for Life purchase will go live in the near future. The link to see details of the 40% member benefit is www.iam.org.uk/rac

Driven to distraction by Androids ...

The pace of change is relentless. Car manufacturers are now refining new technology aimed at younger, tech savvy drivers.

They'll be able to check Facebook, play internet radio, book concert tickets and check traffic information simply by plugging their phones into the dashboard. It's all part of the vast Smartphone market that's placed computer and internet access into the pockets of millions.

There's no question that mobile phones have saved many lives. Being able to call the emergency services immediately from the scene of a crash is a life-saver. But they also bring a unique set of hazards.

The IAM's pioneering research into Smartphone use while driving highlighted this in February. Tests using a driving simulator showed that using a Smartphone for social networking while driving is more dangerous than driving while under the influence of alcohol or cannabis. Despite the risk, eight per cent of all drivers – and 24



per cent of 17-24 year old drivers – admit to using a Smartphone for email and social networking while driving.

Here are some examples of drivers using twitter on the move. If you search twitter for tweeting and driving you'll find many, many more.

Mz_NikkiSweets *Driving and tweeting is soooo dangerous I should quit lol*

Dj_Prest *texting and driving may be illegal, but they cant stop us from tweeting and driving*

@MartyGuilfoyle *Taking off ur hoody while driving is just as hard as tweeting while driving*

Smartphone's are clearly a problem and that's why I was pleased that we got so much media coverage on our research, including national radio and television. In case you missed it the BBC's story is still available by visiting www.bbc.co.uk/news/uk-17228938.

And with so much technology and an increasing amount of internet access being introduced into cars, I wonder if we are now approaching the point where the dashboard itself is becoming a major in-car distraction. Clearly the government and the industry need to think seriously about all technology that takes our eyes and our thoughts off the road.

(Simon Best, Chief executive, ceo@iam.org.uk)

Answers to question on page 2 ...

1. Passing on the approach to a blind entrance or junction on the right hand side of a two-way road.
2. Look in the mirror at the time and place where you would have completed a safe overtake.
3. Road Vehicles (construction and use) Regulation 1986, being under proper control. *The Highway Code* advice is rule 160.
4. The front anti-roll bar might affect under steer.
5. Excessive friction to the brake bands that change the gear ratios at high engine speed, causing them to overheat and potentially fail. Use light pressure on the accelerator, after manually using the gear selector.
6. You would use a manual overdrive a) To maintain your position in a safe following distance in a traffic stream; b) To vary road speed with acceleration (and gearbox) through a series of bends, or to negotiate a roundabout, for example; c) To overtake more than one vehicle in a traffic stream and fit in safely with the best car control, without unnecessary braking; d) Prior to descending a steep hill, before the warning sign reading "low gear now".
7. You can alter the grip of the tyres front to rear, by altering the pitch (tip and tilt) front to rear, to load and grow a tyre contact patch, to give greater grip, and conversely, reduce grip, with skilful and delicate use of acceleration and braking. The skill can trade off the grip of tyres, one against the other.
8. An acute, sharp blind bend. Do not accelerate while the sight line is the same length.
9. You are thinking in advance, in anticipation, and you know the steering requirements. You prepare your hand high first, corresponding to the anticipated turn of the wheel, passing the wheel through alternate hands, making large sweeps before changing grip. The objective is to have your hands on the wheel at a quarter to three when in a danger zone or hazardous area, so that you have something in reserve, to deal with an emergency and avoid the airbag.
10. Double declutching. Match engine speed to gear and road speed, to avoid mechanical stress and skidding.

Another set of question in the next issue ...

Media Links worth having a look at ...

A story looking for a view. Is it time to get rid of traffic lights? Check out the link ...
www.bbc.co.uk/news/magazine-18072259

Make roads safe ... www.makeroadssafe.org/
... or ... www.decadeofaction.org/
... or think.direct.gov.uk/
... or ... www.roadsafetyweek.org.uk/
... or ... www.drivesafely.allianz.com/



Have you done your bit for the Decade of Action?

Administrative Information ...

Disclaimer:

Articles within this newsletter are personal opinions only, and are not necessarily the views of the Newcastle Group of Advanced Motorist or the Institute of Advanced Motorists in General and should not be so interpreted.

The Data Protection Act:

Details relating to our Group are held on a computer database. The Data Protections Act 1988 requires the holder of such data on a database to be registered, although non profit making organisations such as our Group are exempt from this requirement providing that the individual members consent to the data being kept.

If you have any objections, please contact the Membership Secretary.

Information is used to run the Group and consists of various details such as class of membership, date of joining for associates and subscription expiry dates. It is also used for the production of address labels and lists for the distribution of Newsletters.

This list/information will not, under any circumstance, be passed on to any third party.

No financial records are held on the database.

Articles for the Newsletter:

The Editor is always pleased to receive articles for inclusion in the Newsletter but reserves the right to edit any article, and is not obliged to use any article.

Unless you state your objection, articles may be posted to the Group Website.

Assistance required:

From time to time the Newcastle Group require assistance from Members and Associates to help with recruitment at shows and events. If you would like to assist the Group, please give your name and contact details to any member of the Committee.

Committee Membership:

The Group is managed by your Committee, we periodically have vacancies on the Committee. If you would like to become involved as a Committee Member, please contact any present Committee Member. To serve on the Committee you MUST be a FULL Member of the Institute of Advanced Motorists, and you must subscribe to the Local Group (Newcastle Advanced Motorists). Thank You.