

SIX P O I N T SIX

December 2012

website - <http://www.colchester-iam.org/>



***The Colchester Group of
Advanced Motorists***

affiliated to The Institute of Advanced Motorists



EDITORS NOTES:

Welcome to the December edition of Six Point Six of 2012, this includes reports on the new EU tyre labelling rules and the cost of owning a car.

Just a reminder that if anyone has any motoring stories they wish to include in the magazine; please E-mail articles to me or any other committee member who can forward it for you.

If anyone requires any IAM merchandise please contact Ron O'Hare

A WARM WELCOME TO OUR NEW MEMBERS

Ryan Barrington

Kevin Beech

Bryony Cameron-Smith

Ann Cranston

Tony de Frates

Daniel Geary

Heidi Love

Martin Egner

FRONT PAGE PICTURE

Colchester high street on a cold and wet Saturday before Christmas

WHY IS IT CALLED 6.6?

Did you know at 30 miles per hour you are travelling at 6.6m every half a second? This means if it takes you half a second to react, you have travelled another 6.6m – that is why **planning is better than reacting**. 6.6 magazine's title reminds readers of this fact.

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John Holmes

Editor





MEETING REPORTS

OCTOBER'S MEETING

It was good to see some different faces at the October meeting, so welcome to them.

Pat covered hazard perception in this month's meeting, a subject which had been requested. He started by playing a training video aimed at the learner driver, covering the basic aims of hazard perception. It broke down the hazards into signs, weather and road conditions and other road users. Video clips were played twice, the first time silently so that we could all work out the hazards for ourselves and then repeated with a commentary, and emphasizing the hazards. As an advanced driver the hazards observed were seen, prioritised and dealt with at a far earlier stage than the learner driver was expected to deal with them. It was also discussed that perhaps there are far too many signs on the road.

Pat then continued with a presentation on hazard awareness for the advanced driver. The main difference was that the first video merely mentioned MSM (Mirror, signal, manoeuvre) when dealing with a hazard, whereas the second covered IPSGA (Information, position, speed, gear and acceleration). There were some very suspect pictures where I am sure Pat made up some of the items in them as we could not see from where we were sitting! Despite this, the evening was successful, with most of us leaving thinking we should perhaps be looking more rather than driving in "automatic pilot mode".

The meeting finished with a raffle. There were some interesting prizes, needless to say I did not win either of the two chocolate ones, but came away with a contraption to help pour oil. (Don't ask!)

For your information the new learner hazard perception test for learner drivers will involve CGI. See the clip below for an example:

http://www.youtube.com/user/dsagov?feature=results_main

Vicky de-Vries

NOVEMBER'S MEETING

The subject of this month's group meeting was winter motoring and the dangers of not being prepared especially for long journeys. We discussed items needed to be carried in the car in case of an emergency, a shovel, warm blankets, flask of hot

drink or soup, tea lights, snow socks for the tyres, a flashlight, and first aid kit were some of the items mentioned. We then discussed the checks needed for your vehicle P O W E R. (PETROL/Diesel) have you got enough for your journey and a jerry can with spare fuel, (OIL) do not wait for the oil warning light to come on carry a litre of the correct oil for your vehicle in the boot, (WATER) get the anti-freeze checked to prevent engine damage from frozen coolant and use screen wash in the washer bottle, (ELECTRICS) Battery failure is the most common form of breakdown in the winter, also check lights and keep them clean, (RUBBER) Check tyre tread depth and pressures, in snow slightly under inflated tyres will give better grip as the foot print increases, don't forget to check the condition of your wiper blades.

Our Chairman Pat then decided to check our knowledge on road signs using a flip book, as the pages were turned over, the group was encouraged to call out their meaning, and Pat wanted the exact wording for each sign. Pat suggested that it might be interesting to have a map reading evening using Ordnance Survey maps, and perhaps some time in the future have a scatter evening, where you are given a grid reference to a certain location and on reaching the correct spot you have to find a predetermined landmark/item and another grid reference to the next landmark/item which continues to a finish point.



Robert Jezierski receiving his certificate from Pat



Angela Chapman being presented with her certificate from Pat



Pat presenting Adam Dowley with his certificate



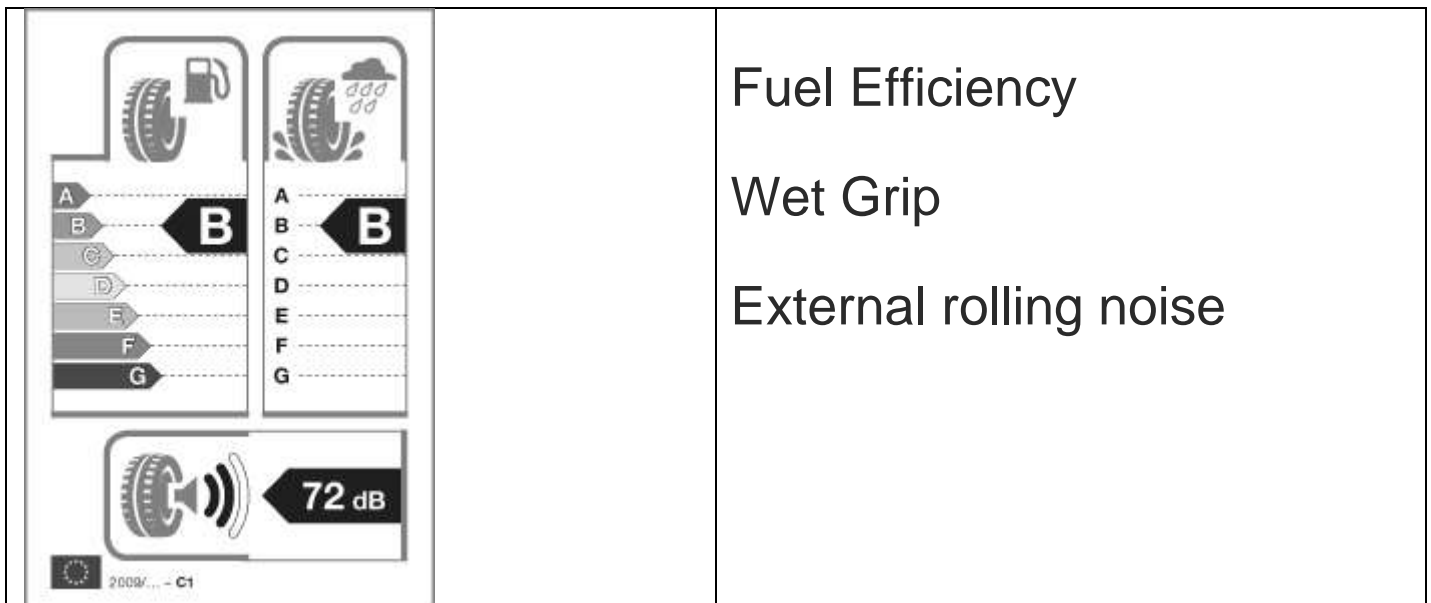
THE NEW TYRE LABELLING LAW

This November a new piece of legislation came into force that requires the majority of new tyres to come with EU set Tyre Labels. Many important figures within the tyre industry have called this new piece of legislation the biggest change to hit the tyre market in over 50 years.

What is tyre labelling?

As previously mentioned, a new piece of EU Legislation has come into force which means that every new tyre sold within Europe (with some exceptions, but more about that later) must be labelled - much like a fridge, freezer or even light bulb. So, as of November 2012 you will begin to see the following label when shopping for new tyres:

You will notice that it bears a remarkable resemblance to the labels used for electric goods in the EU. However, unlike the electrical labels, the tyre label doesn't focus on energy ratings. It shows you the grade given to 3 important categories that should be considered when choosing a tyre:



Fuel Efficiency

Wet Grip

External rolling noise

Why is it being introduced?

The main goal of the new legislation is to provide more information to motorists on the performance of tyres. By doing this, the EU hope to increase road safety, make shopping for tyres more cost-effective and reduce the impact tyres have on the environment.



With each tyre on the market being tested and classified using the same criteria, vehicle owners will now be able to make a more informed decision when shopping for new tyres - with tyres easily comparable for these specific capabilities.

Who does it affect?

Quite simply, it affects everyone; from the tyre manufacturers, to the tyre suppliers and retailers, all the way to the consumer (us!).

For those of within the tyre industry, there is now an obligation to their customers to ensure that they fully comply with this new piece of legislation. Manufacturers must ensure that the tests they complete are objective and accurate.

They must all ensure that the data required is handed down the chain to retailers. This is so they can fully understand the products they are selling. After all, although these labels are empowering for customers, the tyre label will not give you the full picture, the tyre experts will.

For the customer, the effect of the label is nothing but a good thing. Not only does it allow you to quickly compare the tyres that you are interested in purchasing based on standardised tests, it gives you information that will add confidence to your final decision. Information is power.

Are all tyres included?

At present no. Not all tyre categories are covered by the legislation, only the following:

- Car tyres
- 4x4 tyres
- Van tyres
- Truck tyres

Tyres Not Covered:

So if you are buying racing, professional off road, spare, vintage, re-tread, motorbike or studded tyres, you will not see this label.

When will it come into place?

The new legislation became active on the 1st November 2012. However, tyres produced from the 1st July 2012 onwards were required to be tested and labelled.

Understanding the EU Tyre Label

Fuel efficiency

- The energy lost when a tyre is rolling is expressed as 'rolling resistance'
- Lower rolling resistance reduces fuel consumption and CO2 emissions
- A is the highest performance tyre
- G is currently the least performing

wet grip

- Provides you with information on the grip on wet roads
- Tyres with excellent grip in the wet braking distances on wet roads
- A indicates the highest wet grip performance
- G indicates the lowest wet grip performance

Noise levels

- The tyre's exterior noise grading is expressed in decibels
- One black wave indicates the best noise level performance at least 3dB below the future legal limit
- Three black waves indicate the weakest performance
- New legal noise limits will be introduced between 2012 and 2016

The energy lost when a tyre is moving is described as 'rolling resistance' and has direct impact on fuel consumption and the environment. The tyres on a car can affect its fuel economy by 20%. The lower the rolling resistance, the less energy is lost - reducing fuel consumption and CO2 emissions.

In the EU Tyre Regulation label, rolling resistance is expressed in grades, ranging from A to G. A is the highest performance tyre in its category; G is currently the least performing. D is not going to be used as a grade, helping to draw a clear line between the top and bottom three grades - the good and the bad.

Putting the scores into perspective, if fitting the worst scoring tyres in this category, you could end up using 6 litres more fuel than if you fitted 'A' rated tyres - so, potentially, 'A' rated tyres could save you enough in fuel bills to buy a new set of tyres!

A tyre's exterior noise grading is expressed in decibels, accompanied by one, two or three sound waves. One black wave indicates the best noise level performance. It means that the noise level of the tyre is at least 3dB below the future legal limit.

Three black waves indicate the weakest performance in terms of tyre noise output. It represents a noise output level between the current maximum and the new lower limit that will be introduced in Regulation 661, between 2012 and 2016.

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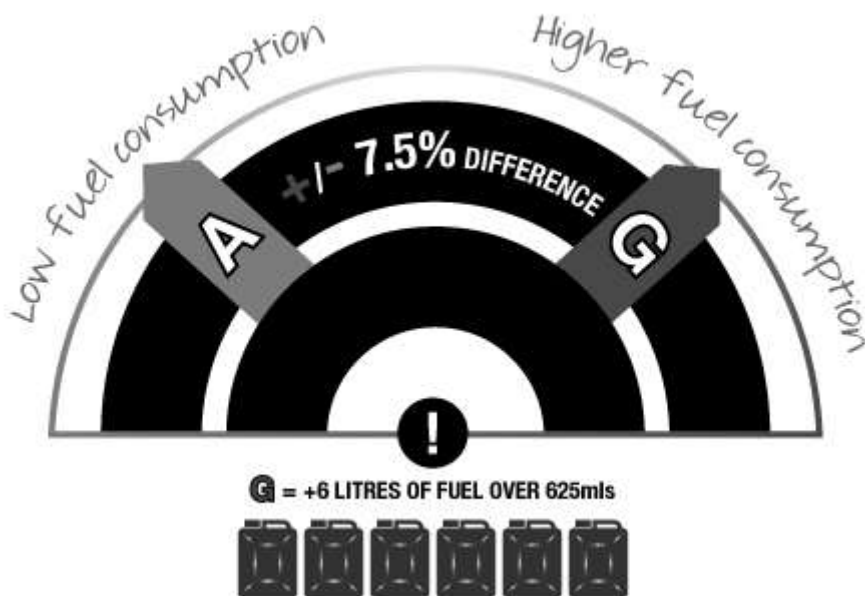
The wet grip label provides you with information on an important safety aspect of a tyre: its grip on wet roads. Tyres with excellent grip in the wet have shorter braking distances on wet roads, an important safety benefit when driving in rainy weather. The ratings are measured via two types of test when a car is travelling at 50mph.

In the EU Tyre Regulation label, a tyre's wet grip capacity is also expressed in grades from A to G, with A the highest wet grip performance. Like the fuel efficiency score, D is not going to be used as a grade. On top of this, there are no plans at the moment from the EU to use G either.

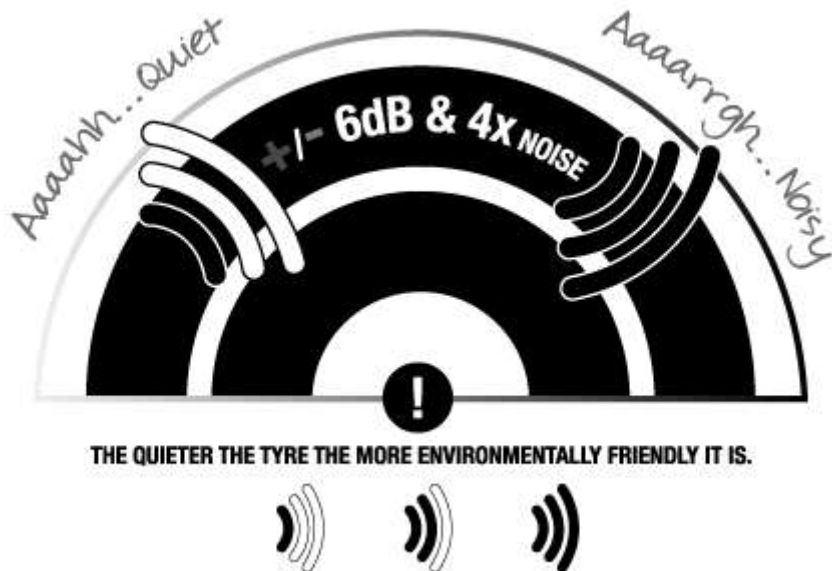
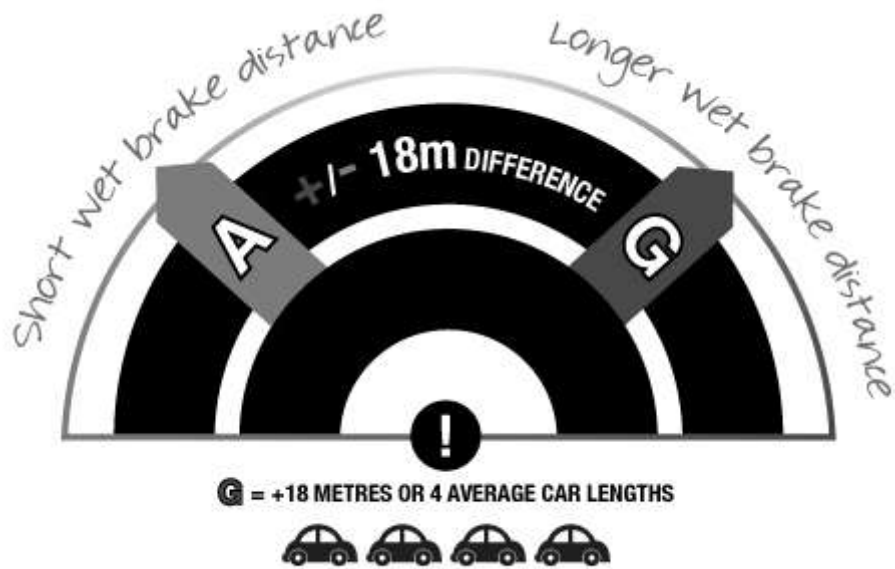
The difference in braking distances between each grade is roughly 3m - the average length of 1 car. Making the difference between A and G 18m, 4 car lengths! This distance could be the difference between being involved in a road accident or not.

Although the information presented in the tyre label helps motorists understand how well a tyre performs in certain important areas, there are many other factors for you to consider when purchasing a tyre.

Other important factors that should be considered are, resistance to aquaplaning, driving stability, handling performance on wet & dry roads, durability of the tyre, braking performance on dry roads and the capabilities of the tyre in winter weather.



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What else matters when choosing tyres?

Labelling is a good start, but 3 other performance factors are just as important for you:

- Tyre longevity: a longer-lasting tyre can cost you less in the long run. The right tyre could give you more than a year of extra driving compared to another tyre.
- Road handling performance: 25% of accidents are on bends.
- Dry braking performance: 70% of accidents occur on dry roads.



MOTORISTS WANT RULE CHANGE FOR EMERGENCY VEHICLES

Almost half of motorists believe that traffic stopped at an incident should keep a lane space free for emergency service vehicles, according to the latest poll by the IAM. They also agree that those who fail to get out of the way of an emergency vehicle should be fined. This approach is being trialled in Europe.

Thirty-five per cent of respondents admit that they don't know the current rules on how to deal with an approaching emergency service vehicle. This is reflected in the results with a quarter of people saying they would go through a red light to let an emergency vehicle through which is illegal, and almost a third have entered a bus lane to allow access to an emergency vehicle which often results in fines.

Forty-four per cent of motorists believe that it is unfair to prosecute someone who crosses a red light to let an emergency services vehicle through. A further 31 per cent of people feel that this should be made legal. But, overall the largest group of respondents (41 per cent) believe that the law should not be changed in regards to crossing red lights for emergency vehicles.

It is illegal to enter a bus lane during its active hours of operation to let an emergency vehicle past, and you can be fined if you do. Eighty-six per cent of motorists believe that this is unfair.

Other results show:

- 74 per cent of people will pull over where possible when they see an emergency vehicle approaching.
- Half of motorists would not drive through a red light if an emergency vehicle approached them from behind.
- 82 per cent of people are aware that it is illegal to cross a red light to let an emergency services vehicle past.
- Findings reveal that, while most people are aware of the laws surrounding emergency vehicles, around half are willing to flout them to let the emergency services through.

IAM chief executive Simon Best said: "Fining people for pulling into empty bus lanes so that life-saving services can get through is just plain wrong.

"Most drivers quite rightly want to get out of the way. "Road users must be on the look-out for emergency service vehicles and move out of the way where possible but laws have been put in place for the safety of all road users.



FRENCH POSTPONE FINES FOR RIDERS AND DRIVERS NOT CARRYING

Fines for drivers of all motor vehicles - including motorcyclists, - who are caught without a breathalyser kit, will be implemented in France from March 2013, according to the IAM. The fines were due to be enforced from 1 November 2012.

All drivers in France, including motorcyclists, are now required to carry a breathalyser kit and the €11 fine will be applicable to all road users, except for those on mopeds.

Single-use breathalyser kits will satisfy the requirement. The legal limit in France is 50 mg per 100 ml of blood, lower than in the UK (the UK limit is 80mg). They cost between £1 and £2 and they will be available at ferry and tunnel terminals for crossings to France. It is intended that people will be able to test themselves to check whether or not they are over the French limit.

Anyone driving in France is already required to carry a warning triangle and a fluorescent safety vest to use in an emergency. Additionally UK motorists and motorcyclists must display a GB plate.

IAM director of policy and research Neil Greig said: "The new French rule is a genuine attempt to reduce the number of alcohol-related accidents. France's lower limit means it's very easy to be over the limit the morning after as well. As always, the best advice for road users is not to drink and drive at all."



GOVERNMENT MUST ACT TO SAVE BIKERS' LIVES

The IAM is calling on the government to redesign crash barriers to make them more motorcycle-friendly; as new research from Sweden¹ shows that modern crash barriers actually provide no safety benefits whatsoever to motorcyclists.

Modern crash barriers are designed to save the lives of drivers, but amongst motorcyclists, hitting a crash barrier is a factor in eight to sixteen per cent of fatal accidents, according to an IAM-sponsored study². Riders are fifteen times more likely to die after hitting a barrier than car occupants.

Britain's current barriers protect car occupants by redirecting the car away from the barrier and slowing it down over a short distance. The car's body, seat belts and air bags also help to minimise injury. For motorcyclists, there is no such protection, leaving the rider's body to take the full impact, resulting in serious injury or death.

Two-thirds of all collisions between motorcyclists and crash barriers which result in death or serious injury include the rider either falling over or sliding under the crash barrier. Adding a shield to the barrier to prevent the rider from sliding underneath and colliding with support posts would reduce fatalities by up to a third. Crash barrier support posts can worsen the injuries of motorcyclists involved in an accident by five times³.

IAM director of policy and research Neil Greig said: "Our crash barriers are designed with cars in mind, but they can cause more harm than good for motorcyclists. Modifications are happening across Europe as governments recognise exactly how dangerous they are. Last year deaths and injuries of motorcyclists increased in the UK⁴, so we must do more to protect them. Adding extra protection the barrier so that the posts aren't exposed is a simple and cost-effective way to save lives."



RAC COST OF MOTORING INDEX 2011

The following is an extract, read the full report on the RAC website.

This year's Cost of Motoring Index reveals that the average annual costs for owning a new car have increased by 14.0% to £6,689 over the last 12 months. This makes 2011 the most expensive year to date to run a car, exceeding the previous high of £6,034 in 2008. It now costs an average of £1,556 more to drive a car than it did in 2007 before the financial crisis and subsequent recession. The cost of motoring figure, based on a pool of 17 cars weighted by their ownership, takes into account all the factors involved in the owning and running of a car. This includes service, maintenance and repair, tax, fuel, insurance, RAC membership, depreciation and the cost of car finance. It now costs 55.74p per mile to own and run the average new car compared to 48.91p in 2010. This equates to a weekly cost of £128.64, which is an increase of £15.76 per week compared to 2010.

Overall costs – year on year comparison

Consideration	New cars 2011	New cars 2010	% change
fuel	£1458	£1298	12.40
insurance	£551	£483	14.38
maintenance	£472	£434	8.8
vehicle excise duty	£111	£111	0.00
RAC membership	£149	£143	4.21
depreciation	£3582	£3068	16.67
car finance	£366	£333	9.85
total cost (per year)	£6,689	£5,870	13.96
total cost (per week)	£128.84	£112.88	13.96

Why the increase?

Insurance premiums witness steep rise As in 2010, the cost of car insurance has again witnessed a steep rise this year. The average cost of insurance is now £551, 14.4% more than in 2010 and 35.0% more than in 2009. The rise in the cost of premiums is primarily due to an increase in the cost of meeting insurance claims. Rising costs from personal injury claims and associated legal costs, insurance fraud and uninsured drivers involved in accidents have all increased the price insurers are charging motorists for cover. However, there is evidence that prices are beginning to fall with research from Confused.com suggesting that comprehensive insurance premiums dropped by 1.6% in the third quarter¹ of 2011. Also, if the proposed ban on referral fees comes into force, then this should also reduce the cost of premiums in the long term.



Endless rise of fuel costs continues Drivers of both diesel and petrol cars have seen a substantial rise in the cost of fuel this year. The price of diesel has increased 15.16% to 140.5p/litre, while petrol has increased 13.83% to 134.8p/litre (as at 1st November 2011). This is well above the rate of inflation. In 2010, it cost the average car owner £1,298 to keep their tank full. This figure has increased by just over 12% in 2011 to £1,458. While improvements in the fuel economy of vehicles have helped hold down the average increase to 12.40%, these improvements are not at the same level seen last year. In 2011, fuel consumption decreased by an average of only 1.82%, compared to a 2.7% decrease in 2010.

Sharp rise in the cost of depreciation

The cost of depreciation rose sharply in 2011. Owners of new cars now face depreciation costs of £3,582, a 16.7% rise on last year, and three times the 5.2% rise in depreciation from 2009 to 2010. One of the reasons behind this large increase is that the price of buying new cars from the forecourt has risen 13.4% in 2011. Manufacturers themselves have increased the price of their cars by only 4.4%, with the rest of the increase a result of car dealers reducing discounts. The picture for car owners would likely be worse, if not for a 2.7% increase in the long-term residual value of new cars. During the recession, sales of new cars fell dramatically. Over the medium term, this will have the knock-on effect of producing a shortage in the availability of used cars for sale, which will push up their long-term value.

Maintenance costs rising

The cost of service, maintenance and repair also rose in 2011 by 8.8% (£38). This has been caused in part by the increase in VAT as well as rises in the cost of labour and spare parts.

USED CARS

The popularity of buying second hand rather than off the forecourt remains high. With many motorists still choosing to do this, the Index again provides a Cost of Used Car Motoring this year. This is based on the costs for cars that are three years old with 36,000 miles on the clock. Compared to new cars it costs £1,965 or 29.4% less to own and run a used car in 2011. This gap has widened slightly from 2010, when used cars were 28.8% cheaper to own and run. Why the difference in costs between new and used? There are several reasons for the difference in costs, however depreciation remains the main factor as the drop in the value of vehicles lessens as they get older. The annual cost of depreciation for used cars is £1,286, far lower than the £3,582 it costs for new cars. However, the cost of depreciation for used cars increased by 23.8% in 2011, compared to only a 16.7% increase for new cars. The larger increase for used cars is a knock-on effect of large fluctuations in



the price of used cars in recent years. In 2010, the cost of depreciation for used cars actually fell 6.9%. With the market for used cars having returned to normal, that 6.9% fall has now been reversed, meaning a steeper rise in depreciation than for new cars. When depreciation and the cost of finance are stripped out, used cars are £361 more expensive to run in 2011 than new cars. The main reason for this is the higher cost of maintenance for used cars, which typically require more work for wear and tear after several years on the road. It costs an average of £713 for service and maintenance for used cars in 2011, which is £241 or 50.9% more expensive than for new cars. The cost of fuel is also lower for new cars, which benefit from advances in fuel economy

Overall costs – used and new comparison

	New cars2011	Used cars2011
fuel	£1458	£1556
insurance	£551	£570
maintenance	£472	£713
vehicle excise duty	£111	£119
RAC membership	£149	£145
depreciation	£3582	£1286
finance	£366	£334
total	£6,689	£4,724



ASSOCIATE INFORMATION

As soon as there is an observer free to take you on, you will be contacted and your first drive arranged. While you are waiting to start the practical side, please read your copy of PASS YOUR ADVANCED DRIVING TEST. This will mean that when you do start you'll have a good idea of what's involved. If you want to ask any questions please feel free to give me a call, otherwise I am usually at the group meetings and will be happy to talk to you there.

As at 29th November there was six associates awaiting an observer to come free

Would all associates taking the test please let their observer know what the test date is and let me know the result. You may think HQ Test Examiners keep us informed, but it is not part of their brief so we will not know otherwise. Many thanks.

Could all Observers notify the membership secretary when they first take their Associate on a drive.

Our list of Observers

Pat Corps *	Louisa Davenall
Ralph Young*	Vicky de-Vries*
Brian Davies	Sarah Woodcock
Ian Scott-Thompson	

*DENOTES SENIOR OBSERVER







C O N G R A T U L A T I O N S

Brian Davies
Associate co-ordinator



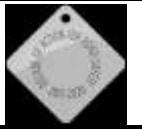
CONTACT DETAILS







Colchester Group of Advanced Motorists - President: Ralph Young

COMMITTEE			
<u>Chairman</u> Pat Corps			
<u>Deputy Chair</u> Vicky de-Vries			
<u>Honorary secretary</u> Robert Jezierski			
<u>Membership secretary</u> Heather McCabe			
<u>Honorary Treasurer</u> Robert Murray			
<u>Associate/Observer Coordinator</u> Brian Davies			



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<p><u>Webmaster</u> Rob Wilson</p>			
<p><u>Newsletter Compiler</u> John Holmes</p>			
<p><u>Events co-ordinator</u> Barry Alexander</p>			
<p><u>Minutes secretary</u> Louisa Davenall</p>			
<p><u>Catering</u> Jane Wood</p>			
<p><u>Shop & Raffle</u> Ronald O'Hare</p>			



EVENTS

All evenings are for all members and associates these will be held at:

Marks Tey Parish Hall
Old London Road.
Marks Tey,
Colchester
CO6 1EN

*All meetings will be held in the small room
 except April, June and November which
 will be held in the council chamber*

It is a requirement for associates to attend training sessions to enable them to be familiar with advanced driving techniques and skills, prior to, and alongside their observed drives. It is also important that those of you who have already passed your advanced test attend, to further your skills as an advanced driver

2012	
December 18th	Group meeting training night on corners and bends followed by Observers training
2013	
January 15 th	Group meeting – Chairman’s quiz
February 19 th	Group meeting training night followed by Observers training
March 19 th	Group meeting – presentation by Autoglym
April 16th	Group meeting training night followed by Observers training
May 21 st	Group meeting – details to be finalised
June 18th	Group meeting training night followed by Observers training
July 16 th	Group meeting including AGM– details to be finalised
August 20 th	Group meeting training night followed by Observers training
September 17 th	Group meeting – details to be finalised

All meetings start with tea and coffee

Training nights start at 7:30 and may include a raffle; followed by Observer training at 9:00

Other night’s doors open at 7:30 for an 8:00 start and include the buying of raffle tickets