

# SIX POINT SIX

February 2014

website - <http://www.colchester-iam.org/>  
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The cupcakes kindly provided by Ann for the chairman's quiz evening



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

*affiliated to The Institute of Advanced Motorists*



**EDITORS NOTES:**

Welcome to the first edition of Six Point Six for 2014. Well did everyone spot the deliberate mistake in the previous edition? In the write up for the October meeting although the diagram was correct the text suggested on breaking weight shifts to the back where of course it shifts to the front.

**For anyone who prefers an electronic version of the newsletter we are now offering to e-mail a version rather than sending a printed copy. If anyone wishes to receive an e-mail version please e-mail me; my e-mail address is on page 19.**

**A WARM WELCOME TO OUR NEW MEMBERS**

Mel Spencer

**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.

The Colchester Group of Advanced Motorists is a Registered Charity - No. 1049474 and is affiliated to the Institute of Advanced Motorists Ltd.

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**John Holmes**  
**Editor**



**MEETING REPORTS**

December

This month was a training evening which our chairman Pat presented; it was on the subject of approaching junctions in particular Round-a-bouts. Pat explained the use of the I.P.S.G.A. method approaching round-a-bouts when turning left, going ahead and turning right. He explained that as advanced drivers we can take the most appropriate course/lane on approach and the most suitable position on the round-a-bout to negotiate it providing you do not affect other road users.

Pat explained how to treat a roundabout as a clock face and any exits before 12 O'clock should be taken from the left and after 12 O'clock from the right.

Pat went on to talk about local round-a-bouts in the Colchester area, St Botolphs Circus, Police station round-a-bout, Spring lane, and tollgate area. Pat finished the evening talking about turning left and right into side roads and approaching cross roads and the group discussed their experiences at round-a-bouts and junctions.

The evening finished with the monthly raffle.



Pat explaining the Highway Code rules for roundabouts

January

First of all on behalf of the committee I would like to thank Ann Hardwell for arranging those wonderful cup-cakes arranged on the table to spell out I A M 2014 COLCHESTER and to fill in the gaps some cakes had icing shapes of cars in red, blue, yellow and green, very nice indeed.

January's group meeting was the annual chairman's quiz, Pat had composed five papers with different categories. Round 1 All at sea, Round 2 Sport, Round 3 Hits of the 80's, Round 4 A.B.C.or D, and Round five Capital Cities. Each paper had ten questions which we had around 15 minutes to complete. We split up into three teams and each team came up with a name we had Team Damaged, Team Leathers and Tart's and Team Sixer's. Some of the papers taxed our brains more than others but Pat had made a good job of composing varied questions and after completing each category we moved onto the next. After completing all five categories Pat marked the papers and with a similar result to last year we had a tie for first place between Damaged and Leathers and Tarts.

The evening finished with a very well turned out selection of raffle prizes organised by Ron O'Hare. A very enjoyable evening and I even managed to sneak off with an extra cupcake to have with a cup of tea the next day.



Members  
of Team  
Damaged

The  
leathers  
and Tarts  
team





## CAR BREAKDOWN

Road safety charity the IAM is offering weekly motoring tips from Britain's top advanced driver, Peter Rodger. This week, he is advising on what to do if your car breaks down:

- Plan ahead: keep a reflective jacket, warm waterproof clothes and a torch in your car. Put the number of your breakdown company and your membership number in your phone. Some breakdown services offer free mobile phone apps, often even if you are not a member. Use the phone's GPS system to find your precise location.
- Get out of the vehicle by the left-hand door and make sure all your passengers do the same. If you have a high-viz jacket, put it on and make sure everyone is standing well away from moving traffic. If there is a safety barrier, wait behind it.
- Where possible, coast to an emergency telephone. If you use your mobile phone, you may be asked to give the number on the nearest marker post, located every 100 meters or on a square blue sign every 500 metres.
- Don't attempt a repair on the hard shoulder of a motorway, call your breakdown company.
- If you feel threatened by someone, get in the passenger seat, lock the door and dial 999.
- Be safe and be patient while you wait for help to arrive.

IAM chief examiner Peter Rodger said: "Breaking down is stressful, but be prepared by knowing what to do and when. Thinking about these things in advance will place you in a better position in case it happens and relieve some of the strain."



## NEW 45 POINTS RECORD FOR DRIVER

A man from Liverpool accumulated 45 licence penalty points in November, according to figures released by the DVLA1 following an IAM freedom of information request. The points were all for failing to disclose the identity of the driver or exceeding statutory speed limit on a public road, between 01 October 2012 and 20 June 2013. This beats the previous record of 42 points.

The second-highest points total, 36, went to a man from Warrington, Cheshire, who was caught driving without insurance six times in less than two weeks, between 20 February and 2 March 2012.

Other notable offenders include:

- A woman from Lincoln with 34 points, who was caught speeding three times and failed to give information to identify the driver four times between 15 January 2012 and 26 September 2012.
- A female from Hull with 31 points, who was caught speeding eight times in two months, between 29 September 2011 and 29 November 2011.
- A man from Westcliff-on-Sea, with 30 points who was caught speeding six times in just two weeks, between 30 September and 13 October 2012.

Failing to give the identity of the owner, speeding, and driving uninsured are the most common reasons for points.

Of the top twenty licence-points holders, only three are women.

IAM chief executive Simon Best said: “Last September, the IAM highlighted a driver with 42 points on their licence and we were told that more would be done to address the issue. Incredibly, we now have someone driving with 45 points. DVLA must rapidly overhaul their systems and working relationships with the courts to ensure that the whole principle of 12 points and you are off the road is not undermined.

“Any suggestion that some drivers may be able to speed with impunity and then talk themselves out of a ban puts our whole approach to enforcement into question. The police and the motoring public need to have confidence that those caught speeding or breaking other motoring laws will be dealt with equally.”



## YOUNG DRIVER PENALTY POINTS RECORD SHOWS NEED FOR REFORM

The current way we train new drivers is clearly failing to produce safe and law abiding motorists, particularly men, according to road safety charity, the Institute of Advanced Motorists (IAM).

Thirty-thousand, eight hundred and fifty male drivers aged 20 or under have up to six points on their license, according to data released by the DVLA.<sup>1</sup> This compares with only 9, 758 young female drivers with up to six points on their license.

The breakdown by age is:

Age	M / F	3 points	4 points	5 points	6 points
17	Male	837	8	7	358
	Female	36	0	0	0
18	Male	3,280	78	130	986
	Female	705	15	25	70
19	Male	7,717	176	296	1,904
	Female	2,542	47	73	230
20	Male	12,236	166	558	3,113
	Female	5,229	82	117	587

During 2012, young drivers were involved in a fifth of all collisions where someone was killed or seriously injured. Yet younger drivers only account for eight per cent of all full driving licence holders in Great Britain, they also drive, on average, about half the distance of older drivers each year.

IAM chief executive Simon Best said: “Such high numbers committing a wide range of offences demonstrates the inability of our current system to deal with the attitudes and lack of experience which put new drivers at such high risk on the roads today. The government is currently working on a Green Paper for young drivers and this must better address the content and process of learning to drive so that our roads are safer for all road users.”





## FUEL ECONOMY, NOT FALSE ECONOMY – CUTTING CORNERS ON ENGINE OIL

Research for Mobil 1 reveals most drivers buy oil on price alone; two-thirds admit their car's oil hasn't been changed in the last 12 months. Institute of Advanced Motorists concerned at findings which suggest 15% of drivers will be trying to cut back on car maintenance and servicing.

67% of UK consumers claim to have experienced fuel economy benefits when using Mobil 1 as their preferred engine oil\*\*

Using the right oil for your engine can potentially improve fuel economy, reduce engine wear and save lots of expense in the long run.

In these financially tough times, cutting corners to keep costs down might seem like a good idea. But when it comes to engine oil for your car, buying the cheapest option – or trying to save money by delaying routine maintenance – can end up being false economy.

And yet the evidence suggests that many drivers are doing just that. A new study of 1,000 UK drivers\* conducted on behalf of Mobil 1 engine oil has revealed that over two-thirds (65%) of respondents admitted to buying engine oil on price alone. The same number again (64.9%) said the oil hadn't been changed in their car in the last 12 months, and a further 29% didn't know whether it had or not.

The research also revealed that less than half (45%) of motorists were aware of their car's manufacturer-recommended oil service intervals. More worryingly still, 15% said they will be trying to cut back on car maintenance and servicing in order to save money in the tough economic climate.

Commenting on the study's findings, Dan McGoldrick, Field Marketing UK, Nordic and Benelux for ExxonMobil Fuels & Lubricants, makers of Mobil 1, said: "It is vital that drivers don't just buy on price alone, as doing so could lead to major repair bills in the future. Choosing the right oil for your engine means that both the lubricant and the engine itself will last longer, so you're saving in the long run. Mobil 1 is designed to help provide exceptional cleaning power, wear protection and has the potential to improve fuel economy and save consumers money in the years ahead."

Tim Shallcross, Head of Technical Policy at the Institute of Advanced Motorists (IAM), added: "Apart from lubricating the engine, oil has the important job of absorbing harmful by-products given off by the burning fuel. Changing the oil gets rid of these waste products, but if an oil change is missed, the oil gets saturated and cannot absorb any more, so the by-products start to damage the engine, forming sludge to block the oil passageways and increasing engine wear by eating away at the metal.



“Oil change intervals can be anything up to 20,000 miles, the equivalent of driving from London to Sydney and back. Neglecting an oil change after such huge distances might save a few pounds in the short term, but the increased wear and lack of protection from worn out oil will knock mile after mile off the engine’s life and pound after pound off the car’s value.”

Mobil 1 is a synthetic motor oil, a product type which is steadily gaining in popularity among car manufacturers and consumers. Mobil 1 is made from crude oil, but undergoes numerous advanced distilling, refining, and purification processes before arriving on the shelves. That gives it greater purity and quality than conventional mineral oils, and so is tailored to meet the specific demands of today’s engines. Furthermore, in a recent survey 67% of UK consumers said they experienced fuel economy benefits when using Mobil 1 as their preferred engine oil\*\*.

Many motorists don’t know the correct grade of oil required for their car. The Mobil 1 website, [www.mobil1.co.uk](http://www.mobil1.co.uk), has a helpful ‘oil selector tool’. From the homepage click on ‘car engine oils’, then ‘which oil for my car’ to access the vehicle registration number-based search function.

\*Findings based on an independent survey of 1,103 Mobil 1 users conducted on [www.mobil1.co.uk](http://www.mobil1.co.uk) between 01/02/13 and 30/04/13; excludes additional factors that may impact fuel consumption.

\*\*Nationwide online survey (EAME Stay Ahead Campaign) of 1,000 UK motorists aged 18+, conducted on behalf of Mobil 1 by GfK Automotive Research – market research experts, in February 2013.



## GOVERNMENT 'MAY CUT PARKING FINES'

The Government has announced plans to cut parking fines and introduce five-minute grace periods in some areas.

It comes after a report by MPs last year warned that local councils are using parking tickets as a "cash cow" to make money from motorists.

The Department for Transport confirmed it is considering legal options to get rid of the current minimum rates for parking penalty charges.

This would allow local authorities to reduce fines for minor parking violations, giving motorists more cash to spend on essentials such as car insurance .

The DfT said it also wanted councils to make their parking accounts public, as part of a bid to create more transparency around the system.

A report from the Commons Transport Select Committee last year said it was "hard to justify parking fines that are substantially more than the fines for more serious offences like speeding".

Transport Secretary Patrick McLoughlin has already frozen parking charges until at least 2015. He has also published a consultation on parking, which will end on February 14.

Professor Stephen Glaister, director of the RAC Foundation, said parking fines need to be proportionate.

"Parking can be big business for councils with English local authorities making a profit of almost £600 million between them last year," he said.

"We should see most parking offences for what they are. Not crimes but misdemeanours, and we need enforcement that reflects this.

"We need some proportionality and transparency. At the very least all councils should publish an annual report outlining what their parking policy is, how charges are set and where any surplus goes.

"It was almost four years ago that the Coalition promised to end the war on the motorist. It isn't over yet but perhaps these latest proposals will take us a step closer to victory."



### ONLINE LICENCE 'TO REDUCE PREMIUMS

All driving licence records are being put online from this spring.

Cheaper car insurance is expected to result from the Government's My Licence project, with premiums likely to be slashed by £15 a year.

Insurers cannot currently check licence details when they sell policies.

So they have to factor in the possibility that motorists either lie to them about endorsements to get lower quotes, or just make an error.

But the DVLA's new system due in March will enable them to access data through the gov.uk website using a driver's licence number, national insurance number and postcode.

The Association of British Insurers calculates that this move could help honest drivers save £15 on premiums.

Vehicle hire firms will also have their administrative time lessened, by being able to check motorists' details online rather than over the phone.

The paper equivalent to the driving licence card will be phased out by next year.



### 60MPH SPEED LIMIT PROPOSED ON M1

A new 60mph speed limit on a section of the M1 is being proposed by the Government in a bid to cut air pollution.

The reduced speed limit would apply to a 32-mile stretch between junction 28, near Matlock in Derbyshire, and junction 35a, north of Rotherham.

While variable speed limits have been widely used to help traffic flow, the RAC points out this could be the first time they have been used to cut air pollution.

The proposal has only been put out to consultation at this stage. Nevertheless as it announced the plan, the Highways Agency said the 60mph limit would most likely remain in place for "several years" and it could "pave the way for similar restrictions on other sections of motorway".

As well as cutting air pollution it said the move will bring "reduced congestion, increased capacity and improved journey time reliability for users of the motorway" but it conceded there will be a "negative impact on business efficiency and individual mobility".

There would continue to be a normal 70mph speed limit on the rest of the M1, which runs between north London and Leeds.

RAC technical director David Bizley said: "This is a landmark proposal as to the best of our knowledge motorway speed limits have not previously been lowered in order to comply with environmental legislation.

"If this becomes reality for the 34-mile stretch of the M1, which seems highly likely, it would certainly negate some of the current benefits of operating this section as a 'smart' motorway where motorists are allowed to use the hard shoulder to reduce congestion.

"More worryingly, it could pave the way for similar restrictions on other sections of motorway. While preserving air quality is obviously a paramount concern there will inevitably be a negative impact on business efficiency and individual mobility.

"This very powerfully demonstrates the impact that speed has on emissions and many will be surprised to hear that a reduction of just 10mph can have such a significant effect on improving air quality."

He added: "Perhaps the Government should be considering reintroduction of incentives to scrap older high polluting vehicles to minimise the need for speed restrictions of the type proposed."



## UK NEW CAR SALES HIGHEST SINCE 2007, SMMT SAY

UK car sales in 2013 recorded their best year since 2007, industry figures have shown, helped by cheap credit deals and stronger consumer confidence. The Society of Motor Manufacturers and Traders (SMMT) said that 2.26 million vehicles were registered in 2013. That was a 10.8% rise on 2012, although the figure is 6% lower than 2007's 2.4 million figure.

The 2013 total was boosted by a 23.76% rise in sales in December, marking the 22nd successive month of increases.

Industry analysts say that attractive financing deals have tempted buyers, with three-quarters of sales to private buyers now involving some kind of financing package.

Economic data in recent months has indicated that consumers are more confident. Analysts have also pointed to refunds from mis-sold payment protection insurance policies as helping to drive sales. Average payouts have been about £3,000.

The 2013 total was boosted by a 23.76% rise in sales in December, marking the 22nd successive month of increases.

The UK figures contrast sharply with the rest of Europe, where sales have tumbled in recent years. According to the European Automobile Manufacturers' Association, figures for the 11 months to November show that sales across the region fell 2.8% to 11.4 million cars, putting it on track for a sixth straight annual decline.

Full-year sales in 2012 fell 7.8% from the year before to 12.5 million vehicles.

Mike Hawes, SMMT chief executive, said: "With its best year since a pre-recession 2007, the UK new car market has helped stimulate the country's economic recovery.

"While the European market is only now showing signs of improvement, the UK has consistently outperformed the rest of Europe, with 22 consecutive months of growth.

"The 10.8% increase in 2013 reflects the attractive financial offers available, as well as increased demand for more technologically advanced new cars. We expect new car registrations to remain stable in 2014 as customers return to a more regular replacement cycle," he said.

PPI cash just might be the reason why the recovery here looks as though it was the fastest anywhere in the developed world during the last three months of 2013, a touch faster even than in re-energised America"



The SMMT figures confirmed that Ford was the UK's top-selling brand last year, enjoying success with its Fiesta supermini and mid-sized Focus models, followed by General Motors' Vauxhall Corsa and Astra models.

The SMMT also said that one-in-seven, or 300,000, of the cars bought last year were built in the UK. Most cars built in the UK are exported. Last month, the SMMT said that car production in 2013 was likely to be at a six-year high with more than more than 1.5 million vehicles built.

Growth was driven by the rollout of new models, including the third-generation Mini, the SMMT said. Thousands of new jobs were created in the industry as both Jaguar Land Rover and Bentley expanded their operations in the UK.

Howard Archer, chief UK and European economist at IHS Global Insight, said: "The strong increase in private car sales in December indicates that demand for cars is holding up well despite consumers' purchasing power being squeezed by inflation persistently running well above earnings growth.

"The auto industry will clearly be hoping that UK economic activity holds up well through 2014 and beyond, and that this underpins consumer and business confidence and their willingness to splash out on new cars."

However, there was a warning that the car industry's heavy reliance on luring buyers through credit deals could have a sting in the tail.

John Leech, UK head of automotive at business services group KPMG, said: "The real story in 2013 has been the success of the Personal Car Plan offered by car manufacturers. Gone are the days where the consumer asks the bank for a personal loan.

"Car dealers now sell finance with the car where half the price is paid over 36 months and the remaining half is cleared by a bullet payment at the end of the three years.

"However, the danger for car manufacturers and used car dealers is that the supply of three year old cars is starting to ramp up and, maybe in a year or two from now, will exceed demand leading to a potential residual value price crash and increased risk of loan default by consumers."



UK's best-sellers in 2013 (SOURCE: SMMT)

Rank	Model	Sales
1	Ford Fiesta	121,929
2	Ford Focus	87,350
3	Vauxhall Corsa	84,275
4	Vauxhall Astra	68,070
5	Volkswagen Golf	64,951
6	Nissan Qashqai	50,211
7	BMW 3 Series	43,494
8	VW Polo	42,609
9	BMW 1 Series	41,883
10	Peugeot 208	38,616

	Total	Diesel	Petrol	AFV	Private	Fleet	Business
2013	2,264,737	1,127,414	1,104,592	32,731	1,074,622	1,084,279	105,836
2012	2,044,609	1,038,679	978,089	27,841	929,440	1,025,501	89,668
Mkt share 13		49.8%	48.8%	1.4%	47.5%	47.9%	4.7%
Mkt share 12		50.8%	47.8%	1.4%	45.5%	50.2%	4.4%



**ASSOCIATE INFORMATION**

As at 29th January there was two associates awaiting an observer to come free; as soon as there is an observer free to take you on, you will be contacted and your first drive arranged.

The observed drive is not the only aspect of training, the training meetings are equally important and much essential information is obtained from them. Associates are reminded that attendance at these is mandatory and also demonstrates their commitment to the idea of advanced driving and the Colchester group.

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.

**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.

**Our list of Observers**

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

\*DENOTES SENIOR OBSERVER

**CONGRATULATIONS**

**Brian Davies**  
Associate co-ordinator











# SIX POINT SIX



## CONTACT DETAILS






Colchester Group of Advanced Motorists - President: Ralph Young

<b>COMMITTEE</b>			
<b><u>Chairman</u></b> Pat Corps			
<b><u>Honorary secretary and Deputy Chair</u></b> Robert Jezierski			
<b><u>Membership secretary</u></b> Heather McCabe			
<b><u>Honorary Treasurer</u></b> Robert Murray			
<b><u>Associate/Observer Coordinator</u></b> Brian Davies			
<b><u>Webmaster</u></b> Rob Wilson			



# SIX POINT SIX



<p><b><u>Newsletter Compiler</u></b> <b>John Holmes</b></p>			
<p><b><u>Events co-ordinator</u></b> <b>Barry Alexander</b></p>			
<p><b><u>Minutes secretary</u></b> <b>Louisa Davenall</b></p>			
<p><b><u>Catering</u></b> <b>Ann Hardwell</b></p>			
<p><b><u>Shop &amp; Raffle</u></b> <b>Ronald O'Hare</b></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

<b>2014</b>	
February 18 <sup>th</sup>	Group meeting training night followed by Observers training
March 18 <sup>th</sup>	Group meeting – Basic first aid
<b>April 15<sup>th</sup></b>	<b>Group meeting training night followed by Observers training</b>
May 20 <sup>th</sup>	Group meeting –more on tyres from North Essex tyres (provisional)
<b>May 26<sup>th</sup></b>	<b>Colchester hospital radio fun day – any volunteers to support our stand please contact Barry Alexander</b>
<b>June 17<sup>th</sup></b>	<b>Group meeting training night followed by Observers training</b>
July 15 <sup>th</sup>	Group meeting details to be finalised plus AGM
August	Group meeting training night
September	Group meeting details to be finalised
October	Group meeting training night

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