

SIX POINT SIX

June 2014

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



North Station roundabout in Colchester



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

affiliated to The Institute of Advanced Motorists





EDITORS NOTES:

Welcome to the June edition of Six Point Six for 2014.

This edition contains all the information for July's AGM as well as articles on the abolition of the paper tax disc, the end of the domestic garage and speeding motorists

The committee is always on the lookout for people who can give interesting talks at one of our meetings. If anybody knows of anyone who can give a talk or have any suggestions for the subject of a talk then please contact any committee member

A WARM WELCOME TO OUR NEW MEMBERS

Allen Toms, William Davenport, Elliott Semmence

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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The views and opinions expressed in this newsletter are those of the individual writers and do not necessarily reflect those of the Colchester Group of Advanced Motorists or the Institute of Advanced Motorists Ltd.

John Holmes

Editor



MEETING REPORTS

April

The meeting this month was a training evening and Pat decided to test the group on their knowledge of the Highway Code. Pat set up the laptop to the projector and with a little patience he managed to get the software running.

We started off with 30 random questions from the DVD from which we were given a question and had options of 4 to 5 different answers and although some were easy one or two of the questions had the group debating as to the correct answer. We then went through another 20 question batch and then there was a quiz type section followed by a hazard perception test where we had to spot all the hazards within 30 seconds. Pat finished off with another batch of questions for us to answer from the DVD. There was no raffle this week as the meeting was held in the council chamber



May

This evening was a very interesting video on how to give a commentary when driving and what to include. A commentary is one of the recommended techniques to help your driving. The commentary started simply by just describing what was visible and then added more and more elements until all aspects were included. A useful point was made about watching the road comparing the view to headlights constantly switching from a dipped view of the road, the items very close and then main beam the distant and upcoming visibility.

A very stimulating session. The meeting finished with a raffle.



Some of the audience listening to Pat with the sign in book in the foreground



ABOLITION OF THE TAX DISC

Tax discs are to be axed from 1st October 2014; but motorists will still pay an annual Vehicle Excise Duty (VED / road tax) fee.

The round paper certificates we all currently display in our car windows have served as proof of this road tax payment since 1921. But now the rise of technology means they are increasingly unnecessary in our constantly connected world – the police can simply look up electronic records instead.

The tax disc was first introduced in 1921, following the Road and Finance Act of 1920 – which first defined them as proof of payment of the Road Fund Licence. That said, vehicular taxation in general dates back to about 1637 in Great Britain, so it's a long-standing tradition and is by no means about to go away.

The first coloured tax disc appeared in 1923, and original tax discs expired within the year of issue, rather than after six or 12 months as it is today – though you could also purchase a 'quarterly' disc. The first perforated design appeared in 1938 – and thus began the traditional ritual of cursing every time you accidentally tear the disc itself when trying ever so carefully to remove it. The 12-month system of payment first appeared in 1961, alongside a design that was intended to be more difficult to forge and a four-month fee in place of the quarterly disc.

The Driver and Vehicle Licensing Agency (DVLA) in Swansea (originally known as the DVLC – the Driver and Vehicle Licensing Centre) got involved from 1974, with the next design big change coming in 1977.

Shortly after this the four-month disc was replaced by the six-month disc, there were further design changes in 1987 and finally 2003 – by which point variable rate taxation based on engine size had been introduced. Nowadays road tax is based on this and CO2 emissions, depending on when your car was made.

Digital records are now so accurate that the police can simply use number plate recognition cameras and the DVLA's electronic database to see whether a vehicle is taxed or not. And although you can currently still be fined for 'failure to display', visual checks for road tax evaders have become far less common.

With so many people now taxing their car online as well – dodging those Post Office queues in the process – there's simply no longer any need for a physical proof of road tax payment. This will lower administration and postage costs, and put the forgers out of business for good.

Just because the tax disc has reached the end of the road, that doesn't mean we won't still be paying Vehicle Excise Duty; the official name for car tax. However, it



does mean more modern methods of payment will be offered. Just like the TV licence, you will now be able pay for your road tax in monthly instalments via direct debit, rather than one lump sum once or twice a year. This should make the payment easier to manage for most people, and less easy to 'forget' – which these days results in an automatic fine.

You will still be able to pay a six or 12 month fee if you prefer – and this too can be done by direct debit – but it seems these changes could well spell the end to the old 'taxed and tested' Auto Trader used car search. Anyone wishing to still pay for their car tax at the Post Office or over the telephone will still be able to so do.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

The government reckons the end of the tax disc will save businesses £7 million in admin costs every year.

The cost of taxing your car may also be reduced, with the six-month fee slashed to just 5% more than half of the annual amount. At the moment it's 10% more.

The monthly payment option will also incur a 5% penalty over the 12-month amount, but this is presumably something many people will be prepared to put up with for the added convenience of spreading the cost.

As is currently the case, the amount you actually pay will depend on either the amount of CO2 your car produces or, if it was registered before 1 March 2001, the size of its engine.

The latest figures from the Department of Transport suggest that 'VED evaders' – those who drive on the road without car tax – will cost the treasury around £35 million over the 2013/2014 period. However, this is not only a slight decrease since 2011 – meaning that not much has changed in this area since 2008 – it also represents only around 0.6% of the traffic travelling on the roads of Great Britain over this time.

If you sell a vehicle after 1 October and you have notified DVLA, you will automatically get a refund for any full calendar months left on the vehicle tax. You will no longer need to make a separate application for a refund of vehicle tax. DVLA will automatically issue a refund when a notification is received from the person named on DVLA vehicle register that the:

The tax status of a vehicle can now be checked online at <https://www.gov.uk/check-vehicle-tax> provided you can supply the registration number and manufacturer.



MINUTES OF A.G.M FOR THE COLCHESTER GROUP OF THE IAM

The 29th Annual General Meeting was held on Tuesday 16th July 2013
@ Marks Tey Village Hall

Committee members present:

Pat Corps; Vicky de-Vries; Robert Jezierski; Heather McCabe; Brian Davies;
John Holmes; Barry Alexander; Jane Wood and Louisa Davenall

Apologies from Committee members for absence:

Robert Murray and Ron O'Hare

Minutes:

Previous AGM minutes were agreed with no matters arising. Proposed by Pat Corps, seconded by Peter. Voted and carried.

The Chairman's Report:

Copy given to the Minutes Secretary and attached to these Minutes

The Treasurer's Report:

Copy given to the Minutes Secretary and attached to these Minutes

The Secretary's Report:

Copy given to the Minutes Secretary and attached to these Minutes

Election and/or re-election of Officers

- Chairman: Pat Corps standing for re-election. Proposed by Vicky de-Vries and seconded by Louisa Davenall. Voted and carried.
- Vice Chair and Hon Sec: Vicky de-Vries is standing down as Vice Chair. Robert Jezierski offered to stand as Vice Chair alongside Hon. Sec. Vicky proposed, Brian Davies seconded. Voted and carried.
- Treasurer: Robert Murray standing for re-election. Proposed by Pat Corps, Heather McCabe seconded. Voted and carried.



- Committee Members retiring by rotation and standing for re-election:

Brian Davies – Associate/Observer Coordinator

John Holmes – Newsletter compiler

Ron O’Hare – Shop & Raffle

Voted and carried.

- Committee Members not retiring and not up for re-election this year:

Barry Alexander – Events Coordinator

Rob Wilson – Webmaster

Heather McCabe – Membership Secretary

Louisa Davenall – Minutes Secretary

- Other Committee Members that are standing down and not looking for re-election: Jane Wood – Refreshments. On voting, the Group agreed that catering was still required for our Group meetings. Ann Hardwell, currently an Associate, but test ready, volunteered to step in. Group agreed.

AOB:

None relating to the AGM

AGM was followed by a Group Meeting where Kevin Beech was presented with his Certificate of passing his advanced test followed by a Q & A session with Mick Spalding, Colchester examiner.

Fish & Chip supper concluded the meeting that finished at 21.30hrs.



COMMITTEE NOMINATION FORM

As notified separately, the AGM is being held on 15th July 2014

Nominations are invited from Full Members to stand for committee. The Nominee must be willing to stand for the committee and sign the Nomination Form. By signing the Nomination Form the Nominee is affirming his/her ability and intention, if elected, to attend committee meetings regularly.

Please note – You may not stand for the Committee if the law debars you from being a Charity Trustee.

Only Fully Paid Up Members of the IAM and of the Colchester Group may nominate Committee Members or be nominated as Committee Members.

This Nomination Paper must be returned to the Group Secretary at least seven days before the election – i.e. by 8th July 2014 (Rule 3.5).

All Officers, and one third of **all** other Committee Members, must retire annually by rotation and may offer themselves for re-election by Group Full Members (Rule 3.4)

Those elected become Charity Trustees of the Group.

NOTE

The total number of Committee Members including the Officers must not exceed twenty. Please see NOMINATION PAPER for further detail.

OFFICERS

POSITION	NAME	NOMINATED BY	SECONDED BY
Chairman			
Vice Chair			
Honorary Secretary			
Treasurer			

COMMITTEE MEMBERS

NAME	NOMINATED BY	SECONDED BY



COLCHESTER ADVANCED MOTORISTS

**(Registered Charity No. 1049474)
ANNUAL GENERAL MEETING
15th July 2014
AGENDA**

- 1. APOLOGIES FOR ABSENCE**
- 2. MINUTES of the 2012 AGM (Resolution No 1)**
- 3. MATTERS ARISING from the 2012 AGM**
- 4. CHAIRMAN'S REPORT**
- 5. SECRETARY'S REPORT**
- 6. TREASURER'S REPORT AND ADOPTION OF ACCOUNTS (Resolution No. 2)
(Resolution No. 3)**
- 7. ELECTION OF OFFICERS**
- 8. ELECTION OF COMMITTEE**
- 9. ANY OTHER BUSINESS**

NOTE:-

- i.** Questions from members will be invited following each report
- ii.** Voting by Full Members only

Resolutions:-

1. That the Minutes of the 2013 AGM be approved as a true record
2. That the Annual Report and Accounts for the year ended 31.3.2014 be approved.
3. That the Committee be authorised to change the subscription for 2015 if it is deemed necessary.

COLCHESTER GROUP OF ADVANCED MOTORISTS

INCOME AND EXPENDITURE FOR THE YEAR ENDED 31 MARCH 2014

	Year to 31 March 2014		Year to 31 March 2013	
	£	£	£	£
Income				
CAF Subscriptions	45		75	
NatWest Subscriptions	1,305		905	
		1,350		980
AIM Associate Receipts		434		565
		1,784		1,545
Expenditure				
Marks Tey - Hall Rental	240		240	
AGM - Fish supper	100		103	
Printing	367		295	
Stationery and postage	503		427	
Insurance	75		60	
Sundry expenses	0		-22	
Website	99		0	
Skid Pan	860		0	
Refreshments	110		0	
Speakers	110		0	
		2,464		1,103
Operating loss/income		-680		442
Interest income		95		6
Net loss/income		-585		448

BALANCE SHEET

AT 31 MARCH 2014

	<u>At 31.03.14</u>	<u>At 31.3.13</u>
	£	£
Bank accounts		
CAF Current	154	225
Nat West	636	1,436
CAF Gold	722	1,220
Virgin Charity Deposit - 1.0%	4,094	4,000
	<u>5,606</u>	<u>6,881</u>
Less:-		
Deferred income		
Subscriptions received in advance	-360	-550
Skid Pan contributions in advance	0	-500
	<u>-360</u>	<u>-1,050</u>
Net assets	<u>5,246</u>	<u>5,831</u>
Represented by		
Income Fund		
Balance 1 April 2013	5,831	5,383
Net income for the year	-585	448
Balance 31 March 2014	<u>5,246</u>	<u>5,831</u>



IS THIS THE END OF THE ROAD FOR THE DOMESTIC GARAGE?

Nearly half of garages not used to park cars as nation of hoarders demands more space to store household goods

Nearly half (4.6m) of Britain's 10.6m* garages are no longer being used for what they were intended for, with almost two in five (39%) of drivers saying their garages are so full of household items they can no longer fit their vehicle in.

A study conducted by RAC Home Insurance** suggests we have become a nation of hoarders with our garages capturing the overspill from our homes which are not built with enough storage space available for today's consumers.

The death of the garage as a place to keep the car is now confirmed as it is revealed 62% of motorists no longer use their garage and more people would rather use it to house DIY and gardening equipment. What's more, 9% of those who do not keep their car in the garage said it had been converted into extra living accommodation, which the RAC estimates equates to 678,000 garages nationwide.

The research quizzed more than 1,000 car owners about their garage use and discovered of those that no longer use their garage to store their car more than three quarters (77%) use it for general storage, 36% have turned it into a workshop for hobbies and DIY and almost one in 10 (8%) use it as a gym.

And, of the 38% surveyed who still use their garage for its intended purpose, one in five (19%) say there is barely enough room to get their car in and they then have to squeeze out of the doors because of its small design.

The research revealed the top five items kept in the garage, other than a car, are:

- DIY tools – 76%
- Decorating kit, ladders etc – 67%
- Gardening equipment – 64%
- Sports and gym equipment – 49%
- Bikes and scooters – 47%

RAC Home Insurance spokesman Simon Williams says: "It's frightening to think that nearly 5m garages are not used for the purpose they were made. The findings of our research appear to indicate that there is an issue with the design of houses as people do not have enough space to keep all their possessions in the house itself



and many garages are so small that anyone in the car has to perform a contortionist act to get out.

“More than a third (37%) of the people we surveyed said they would still rather use their garage for its original purpose if possible, but for some the idea that the garage is a place to keep the family cars is secondary compared to the need for storage for household goods, or indeed to create additional living space by converting it into another room in the house.



CAUGHT ON CAMERA: 149 MPH TOPS LIST OF ENGLAND AND WALES' SPEEDERS

A motorist in on the M25 at Swanley holds the record for the highest speed clocked by a speed camera in England and Wales between April 2013 and May 2014. The 149 mph figure was revealed following freedom of information requests to 39 police authorities by the IAM (Institute of Advanced Motorists). Eighty-five per cent of police authorities responded.

Other findings include:

- The highest speed recorded on 30mph road was 96mph on the B1288, on Leam Lane, Gateshead
- The highest speed recorded on a 50mph road was on the A414 Stanstead Abbots, Hertfordshire where a motorist clocked 119 mph
- The highest speed recorded on a 60mph road was 127mph on the A413 Wendover By-Pass, Wendover

The guidelines to magistrates on sentencing for speeding include:

- 70 mph road: For driving between 101 and 110 mph. Fine plus 6 points or disqualified for 7-56 days.
- 50 mph road: For driving between 76 and 85 mph. Fine plus 6 points or disqualified for 7-56 days.
- 30 mph road: For driving between 51 and 60mph. Fine plus 6 points or disqualified for 7-56 days.¹

IAM chief executive Simon best said: “149 miles per hour equates to nearly two and a half miles in a minute. If anything goes wrong at that speed, you’re unlikely to walk away and you are a grave danger to the innocent road users around you.”

“Speed limits are a limit. They are not a target to beat. Unfortunately this message has not got through to many motorists and it’s clear that efforts to make speeding as socially unacceptable as drink driving continue to fail. That’s why we need sustained campaigning by the government, motor industry and charities to keep ramming home the message that excessive speed kills. Catching speeders at two or even three times the limit also shows the importance of keeping speed cameras at well-known black spots.”

“The current guidelines on sentencing for excessive speeding offences are out of sync with modern roads, modern vehicles and society’s view of the value of lives lost in crashes. We all share the roads with these speeding drivers and the government must crack down on them with more consistent penalties and tougher measures to break their addiction for speed.”



ASSOCIATE INFORMATION

As at 28th March there was four 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*	Ian Scott-Thompson
Brian Davies	Sarah Woodcock

*DENOTES SENIOR OBSERVER

CONGRATULATIONS

Brian Woods passed in May his observer was Ian

Brian Davies
Associate co-ordinator











SIX POINT SIX



CONTACT DETAILS






Colchester Group of Advanced Motorists - President: Ralph Young

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



SIX POINT SIX



<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> Ann Hardwell</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

2014	
June 17th	Group meeting training night followed by Observers training
July 15 th	Group meeting – A history of transport in Colchester by John McCabe plus AGM including refreshments
August 19th	Group meeting training night – practical manoeuvring
September 16th	Group meeting more on tyres from North Essex tyres (provisional)
October 21st	Group meeting training night
November 18th	Group meeting details to be finalised
December 16th	Group meeting training night
2015	
January	Group meeting Chairman's Quiz

All meetings in small room 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