

# SIX P O I N T SIX

August 2014

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



Some of the refreshments at the AGM



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

*affiliated to The Institute of Advanced Motorists*





## **EDITORS NOTES:**

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

This edition contains all the reports from the AGM plus articles on new car sales and the risk of quick fix modifications

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**

### 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

### June Meeting

Pat was unable to make this training meeting so it fell to our Hon Sec Robert Jezierski to run the meeting; and his topic was the I.P.S.G.A. method.

**I**nformation: This stretches through the other 4 stages, as it is a continuous process. Information is received from the outside world by observation, and given by use of signals such as direction indicators, headlamp flashes, brake lights, road position, speed, and horn. It is further broken up into 3 sub-sections (TUG):

Take in all the information about what is going on around you.

Use that information to decide how you are going to approach what you are doing .

Give information back, by letting other road users know what you are going to do, for example by indicating.

Make sure you are aware of everything that is going on in front, behind and to the sides, and that should be as far as you can reasonable see, and not just in front of you.

**P**osition: Once you are sure that it is safe to do so, position yourself for safety, visibility and correct routing to negotiate the hazard to make best progress.

**S**peed: appropriate to the hazard being approached, always being able to stop in the distance you can see to be clear on your side of the road.

**G**ear: appropriate for maximum vehicle control through the hazard, selected in one shift. Avoid snatched gear changes by planning ahead.

**A**cceleration: for clearing the hazard safely. Use the accelerator to maintain your speed and stability through the hazard. Having successfully negotiated the hazard, increase your speed uniformly and smoothly at the appropriate point of exit.

The session promoted much discussion with the group attending throughout the meeting including their own experiences when driving and the importance of continuously taking in information around them.

A very useful session, thank you Robert



Robert making a point during his presentation

### July Report

This month's meeting was our AGM and it started off with Pat Corps running through the Agenda, Pat then gave the Chairman's report followed by Robert Murray our Treasurer and the Hon Secretary's report from Robert Jezierski.

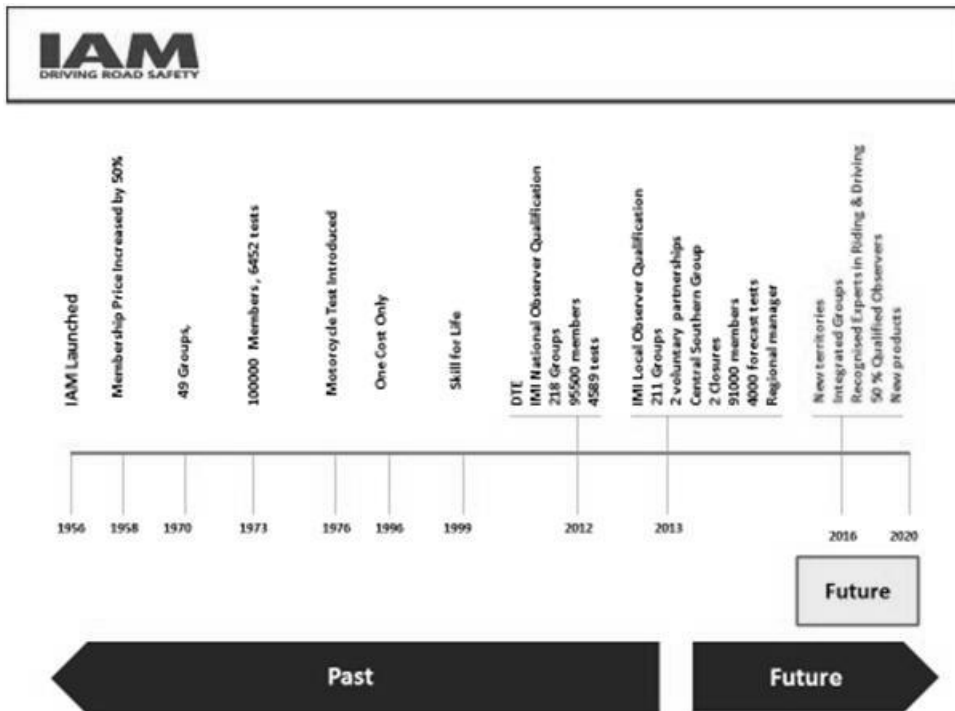


Robert Murray the treasurer giving his report



All of the Committee members standing for re-election were voted back in from the floor.

Carrying on from the formal part of the AGM Mark Trimmer who is the IAM Regional Operations Manager introduced himself to the Group and told us a bit about himself and then gave a presentation on what's new within the IAM. As we were pressed for time Mark kept this relatively short and we hope he can come back at a later date to update us more.



We then moved onto the refreshments which included a good variety of buffet nibbles and drinks and with our plates full John McCabe started his presentation on the History of Colchester's Transport. With the projector running John talked us through a diverse variety of slides covering all aspects of transport including horse's and carriages, steam driven vehicles, early motor vehicles, the railway system, the introduction of the tram system and how the bus service was introduced. John was very informative and we learnt a great deal about how Colchester evolved with its transport network.



John McCabe describing one of the pictures



## **CHAIRMAN AND SECRETARIES REPORTS**

### Chairman's Report

How time flies, another year over and the Colchester Group is still ticking over. We have had a steady flow of Associates and passes, but more Associates appear to be joining just to pass their Advanced Test, with no intention to stay a member of the group.

What do you think as group members is the answer? How can we encourage a new member to remain with the group after passing their test and it's not just younger members that we are losing.

I would like to thank all members of the Committee for their endless hard work and commitment to the group, I'm just there to chat to you at group and training nights, without them the group wouldn't exist.

Looking ahead to our next year, we need to grow, we need to hold onto our new members and we need to accept change within the IAM.

I would also like to thank our observers for giving their time and their knowledge to help our new Associates achieve the required standard to be able to pass their test. We have also lost one of our senior observers Vicky de Vries, she has had to virtually give up driving due to an eye problem, she will be missed.

And finally all you members who turn up religiously every month, hopefully going away learning something new.

Thank-you .

### Secretary's Report 2014

Colchester IAM Group has reached its 30th anniversary and I would like to thank all members and committee members for keeping the group going and reaching this milestone. I believe that over the previous year there has been a slight fall in new members which could be due to people just not having spare money in their pockets to spend. The Skills for Life package has remained the same at £139 which I believe is very good value for money. IAM have also introduced a fast track package for £249.

In November last year Dick Barton did a presentation on the history of Colchester which was very interesting and January saw the Chairman's quiz at which Ann Hardwell provided some delicious cup-cakes which spelt out Colchester IAM 2014. And I would like to thank our Chairman Pat for his talks on a variety of subjects on training nights which are always very interesting.

The official IAM website is constantly updating its information and I was reading an article recently on the 2013 road casualties.



- - In 2013, 1,713 people were killed in road accidents, the lowest number on record, and half as many as in 2000.
- - In 2013, 21,657 people were seriously injured in road accidents.
- - The total number of casualties of all severities in 2013 was 183,670.

I would speculate that the main reason road fatalities are going down is not because driving standards are getting better but because cars are becoming safer with multiple air bags, seat belt pre-tensioner and ABS. It is good that the figure is coming down but drivers need to be educated more on their driving styles and the Institute of Advanced Motorists is a very good way of going about it.

The Colchester Groups News Magazine it now a very good quality after Pat sourced a new printing company and looks much more professional.

I would like to thank you all for attending and the committee members who keep the Group running.





## **QUICK FIX' MODIFICATIONS COULD COST LIVES**

The IAM is warning that some popular aftermarket vehicle modifications are not only making cars and vans illegal; they could also be risking lives.

The Institute of Advanced Motorists has highlighted three of the most common aftermarket tweaks that render vehicles illegal – and noted that people are rarely prosecuted despite the risks to other road users. The tweaks are:

- diesel particulate filter removal;
- fitting xenon headlights; and
- reprogramming or 'chipping' vehicle electronic control units (ECUs)

Diesel particulate filters (DPFs) can sometimes be troublesome, especially for van operators making frequent stops in urban areas. Due to the fact the DPF doesn't run at the optimal temperature in town centre driving, the item can sometimes clog up and fail – causing an expensive and lengthy repair. Some garages offer to remove the filters, assuring the operator the modification is acceptable – but the result of these tweaks is to increase deadly pollutants and CO2 emissions.

IAM head of technical policy Tim Shallcross said: "DPF removal has always been illegal but since 1 January 2014 has also been reason to fail an MOT. Some garages are blatantly still doing it. In short – they are selling a service that's killing people."

"Removing a DPF isn't a task that can be done accidentally, as it involves reprogramming the engine management computer. Before 1 January it wouldn't count as an MOT fail; but unscrupulous traders still offer to cut the case open from the top of the unit, remove the filter and welt it shut again – in an attempt to pull the wool over the eyes of the tester to achieve an MOT pass.

The popular trend for xenon headlamp conversions is also a major hazard – not having a self-levelling or washing function means they can dazzle oncoming traffic, potentially causing an accident.

Shallcross said: "Fitting this kind of lighting is illegal. Claiming ignorance of the law is no excuse; these lights which people choose because they look stylish could potentially have tragic consequences."

Finally the reprogramming of ECUs, or 'chipping' is another popular modification that is fraught with hazards for a number of reasons.

Shallcross said: "No aftermarket warranty company will offer to cover a car that has been chipped. If you don't tell your insurer it is likely to invalidate your policy.

"But if you do tell your insurer, he could refuse to cover your car at all, or could demand a hefty increase to your premium. Is it really worth it in the long run?"



## **MOTORISTS MUDDLED OVER MOBILE PHONE LAW**

Safety dictates 'nil by hand' but drivers inconsistent in their adherence to mobile phone legislation

Sixty one percent of motorists still have not got the message that texting at the wheel of a stationary car with the engine on is against the law despite the fact it has been illegal since 2003 for drivers to use a hand-held mobile phone.

RAC research\* shows a frightening level of ignorance about the law relating to the use of hand-held phones with 12% not knowing texting and driving is illegal and 21% not realising it is illegal to check Facebook and Twitter while driving. In fact, there is greater awareness about the illegality of the new offences of tailgating or middle lane hogging on the motorway than texting whilst stopped in traffic, with a nevertheless disturbing 31% and 42% respectively, not knowing they have been outlawed.

With this level of apparent ignorance about the law, it is perhaps slightly less surprising that more than half of motorists (53%) report regularly seeing other people texting in stationary traffic during half or some of their journeys, while 29% claim to see this during most journeys.

In terms of talking on a hand-held phone while driving, three quarters (75%) of motorists report regularly observing other people doing this, with 44% saying they see this happening during most of their car journeys.

There is, however, a big difference in what motorists see being done by others and what they are prepared to admit to doing themselves with just 8% admitting to using a hand-held phone whilst driving. Motorists with less than 10 years' experience are more likely to admit to talking on a hand-held mobile phone illegally (16%) compared to just 4% of those who have been driving over 25 years.

And, when it comes to drivers owning up to texting in stationary vehicles on the road, only 7% of motorists say they do, though this figure almost doubles to 15% for 17 to 24-year-olds.

According to the research only 53% of motorists strongly disagree that it is safe to use a mobile phone while sat in traffic lights or stuck in congestion, and over a quarter (26%) think it safe to text and look at social media sites when stationary with the engine running; behaviour that is blatantly illegal.

There seems to be a perception among many motorists – rightly or wrongly – that they won't get caught if they use their mobile phones while driving. More than half (51%) believe it is unlikely that they will be caught sending texts while their car is stationary. And, four in 10 (42%) motorists also think it is unlikely they will be caught texting while driving, with 16% believing it is 'extremely unlikely' they will get caught.



RAC technical director David Bizley said: “There is a huge discrepancy between what motorists report they are seeing when they drive and what they admit to doing themselves. This suggests some drivers are being economical with the truth and they simply do not consider themselves as being ‘one of them’. Yet of those motorists who admit to having used a hand-held phone or having texted or checked out social media while driving, 90% know they are breaking the law.

“The distraction caused by hand-held mobile phones ranks alongside the cost of fuel and the state of the roads as a major worry for motorists. Over a third (34%) worry about other drivers being distracted by talking on mobile phones while at the wheel and, it is the older generation who are most concerned about this with half (49%) of motorists aged 65 or over voicing discontent – a 9% increase compared to 12 months ago.”

We are a nation of phone addicts and we do recognise the sound of a mobile phone ringing as a major source of in-car distraction. More than a quarter of motorists (27%) admit to feeling side-tracked when they hear a mobile phone ring-tone and this rises to 40% of younger motorists aged 17-24.

Whilst motorists don’t believe that technology is as big a distraction as other passengers, or changing the CD when driving, 16% of them indicate that looking at their smartphone to read something can be an irresistible distraction; and this rises to 25% amongst company car drivers. Just 11% of motorists admit that texting is a key distraction while driving; however, this increases to 16% of 17 to 24-year-olds and one in five (20%) of motorists living in London – the texting capital.

Bizley added: “British motorists regard themselves as law-abiding and out of 35.8 million driving licence holders in the UK, around three million (less than one in 10) drivers have points on their licence. However, more than one million drivers have been convicted of using a hand-held mobile phone while driving since 2003, when it was made explicitly illegal. “While the law is clear it seems that motorists regard using a mobile phone while stationary at traffic lights or when stationary in congestion as more socially acceptable and less dangerous than using their hand-held phones while on the move. They forget, for example, that when concentrating on their phone, a cyclist may pull up beside or just ahead of them and they may pull away, totally unaware of the cyclist’s presence.”

The law regarding in-car mobile phone use says it is an offence for anyone to use any type of hand-held communications device when driving. The definition of driving includes whenever the engine is switched on, even if the vehicle is stationary. It is therefore an offence to use a hand-held mobile phone or smartphone when the vehicle is stopped at traffic lights, is stationary in a traffic jam or is parked with the engine running.



## **LACK OF POLICE LEAVES MOTORISTS FRUSTRATED THAT LAW-BREAKERS ARE BEING LEFT TO GET AWAY WITH IT**

Sixty per cent of motorists say there are not enough police on the road

Law-abiding motorists frustrated by the lack of police presence on Britain's roads now believe there is little chance of law-breakers being caught and prosecuted.

The RAC Report on Motoring 2014\* reveals many motorists in 21st century Britain think there is little risk of being caught breaking the law at the wheel for anything other than speeding or running a red light: offences typically enforced via cameras.

Two in five drivers (40%) believe anyone committing common offences such as texting at the wheel of either a moving or stationary vehicle, aggressive driving, tailgating, middle lane hogging or undertaking on the motorway would more than likely get away with it.

As a result 60% of motorists surveyed for the report – now in its 26th year – believe there are insufficient numbers of police officers on the roads to enforce driving laws.

While the vast majority of motorists are law-abiding, with only three million of more than 35.8m drivers having points on their licences, there seems to be a perception among many motorists – rightly or wrongly – that drivers won't be caught if they flout the law.

This is especially the case with the use of mobile phones while driving as, disturbingly, half of motorists (51%) think it is unlikely drivers will ever get picked up for texting while stopped in traffic. In fact, only 18% believe motorists are likely to be taken to task with the rest (22%) uncertain as to whether they will or they won't.

Only three in 10 motorists (29%) think drivers will get into trouble for texting on the move while 42% think it is unlikely (31% were not sure or did not have an opinion). For the new offences of tailgating and middle lane hogging only a quarter (24%) and one in five (22%) respectively think motorists are likely to be pulled up by a traffic police officer. In terms of aggressive driving, 40% of motorists felt drivers would be unlikely to be caught (30% likely) and for undertaking on the motorway the figures were 49% unlikely and only 20% likely.

The only offences that motorists truly believe are dealt with effectively are the ones that are enforced via cameras such as speeding and traffic light violations which nearly half (45% -speeding and 46% - running a red light) think drivers are likely to get caught for.

Of those motorists surveyed for the RAC Report on Motoring who have speeding points on their licences half (49%) say they were trapped by a speed camera, whereas only a quarter (24%) were caught by a police officer.



RAC technical director David Bizley said: “Our research shows that millions of law-abiding motorists are frustrated with the reduction of traffic police and believe that the chances of drivers being pulled up for breaking the law are now minimal. Motorists are tired of constantly seeing other drivers breaking the law and getting away with it so it is hardly surprising that they want to see a greater police presence on our roads to enforce motoring legislation more effectively, which would also act as a genuine deterrent.



## **NEW CAR MARKET UP 10% IN FIRST HALF OF 2014**

1,287,265 new cars registered in first six months of the year – a 10.6% rise and the best half-year total since 2005.

June saw new car registrations rise 6.2% to 228,291 units.

Consumer demand for efficiency has driven alternatively-fuelled vehicle registrations up 51.3% to 23,337 units year-to-date.

Market on track for 2.4 million new car registrations in 2014, up more than 6% on last year.

Mike Hawes, SMMT Chief Executive, said, “Improving economic conditions have helped propel the UK new car market to a strong first half-year performance, with registrations up 10.6% on the same period in 2013.

“Key to attracting consumers is the ever-improving efficiency of new cars, an important factor that is highlighted by the 51.3% increase in alternatively-fuelled vehicle registrations so far this year. The overall market has risen faster than we were expecting but, after a bumper March, growth is showing signs of stabilising around our forecast level.”



# SIX POINT SIX



June	Total	Diesel	Petrol	AFV	Private	Fleet	Business
2014	228,291	117,411	106,720	4,160	101,615	113,859	12,817
2013	214,957	104,671	107,155	3,131	96,868	107,877	10,212
%change	6.2%	12.2%	-0.4%	32.9%	4.9%	5.5%	25.5%
Mkt share 14		51.4%	46.7%	1.8%	44.5%	49.9%	5.6%
Mkt share 13		48.7%	49.8%	1.5%	45.1%	50.2%	4.8%

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% change	6.2%	12.2%	-0.4%	32.9%	4.9%	5.5%	25.5%
Mkt share '14		51.4%	46.7%	1.8%	44.5%	49.9%	5.6%
Mkt share '13		48.7%	49.8%	1.5%	45.1%	50.2%	4.8%
Year-to-date	Total	Diesel	Petrol	AFV	Private	Fleet	Business
2014	1,287,265	642,873	621,055	23,337	623,640	602,113	61,512
2013	1,163,623	570,745	577,451	15,427	557,425	555,543	50,655
% change	10.6%	12.6%	7.6%	51.3%	11.9%	8.4%	21.4%
Mkt share '14		49.9%	48.2%	1.8%	48.4%	46.8%	4.8%
Mkt share '13		49.0%	49.6%	1.3%	47.9%	47.7%	4.4%

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2014	1,287,265	642,873	621,055	23,337	623,640	602,113	61,512
2013	1,163,623	570,745	577,451	15,427	557,425	555,543	50,655
%change	10.6%	12.6%	7.6%	51.3%	11.9%	8.4%	21.4%
Mkt share 14		49.9%	48.2%	1.8%	48.4%	46.8%	4.8%
Mkt share 13		49.0%	49.6%	1.3%	47.9%	47.7%	4.4%

## Total cars

2007	2008	2009	2010	2011	2012	2013
2,404,007	2,131,795	1,994,999	2,030,846	1,941,253	2,044,609	2,264,737

Best Sellers

	<b>June</b>			<b>Year to date</b>		
1	Ford Fiesta	11,213		1	Ford Fiesta	70,153
2	Vauxhall Corsa	7,961		2	Ford Focus	44,754
3	Ford Focus	7,399		3	Vauxhall Corsa	42,285
4	Volkswagen Golf	6,546		4	Volkswagen Golf	38,142
5	Vauxhall Astra	6,249		5	Vauxhall Astra	32,311
6	Nissan Qashqai	5,356		6	Nissan Qashqai	26,190
7	Vauxhall Insignia	4,660		7	Audi A3	23,116
8	Fiat 500	4,177		8	Volkswagon polo	22,971
9	BMW 3 series	3,961		9	Fiat 500	21,686
10	Audi A3	3,893		10	BMW 3 series	20,207



**ASSOCIATE INFORMATION**

As at end of July there was one associate 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


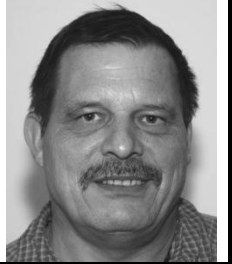




**CONGRATULATIONS**

**Brian Davies**  
Associate co-ordinator



## 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>	
August 19th	Group meeting training night – practical manoeuvring
September 16th	Group meeting more on tyres from North Essex tyres
October 21st	Group meeting training night
<b>November 18th</b>	<b>Group meeting details to be finalised</b>
December 16th	Group meeting training night
<b>2015</b>	
January 20th	Group meeting Chairman's Quiz
February 17th	Group meeting training night
March 17th	Group meeting details to be finalised

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