

SIX P O I N T SIX

April 2015

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



The roadworks at Colchester north station



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

affiliated to The Institute of Advanced Motorists



EDITORS NOTES:

Welcome to the April 2015 edition of Six Point Six..

This edition contains details of the latest emission standards, traffic police cuts and the possibility of upgrading some A roads.

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

Brian McGlasham, Sean McCabe, Jordan Bate,. Richard Hull and Rachel Bowen

USEFUL WEBSITES

<http://seniorsdriving.caa.ca/> - A Canadian site providing tips and a practical assessment for older drivers.

<https://www.gov.uk/check-mot-history-vehicle> - As it says a government website to check mot history and thus mileage etc.

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

FEBRUARY MEETING

This was a training night run by Pat and covered the basics of advanced motoring. An accident was defined as an unexpected occurrence with an adverse physical effect. If you are surprised when driving it is your fault.

We then moved onto hazards with the thought that when you approach a bend imagine that there might be something round the bend. Hazards were split into three types ; physical, something that is fixed; moveable, such as a vehicle; and variable such as conditions or road surface. Dealing with hazards is through observation, anticipation and planning.

After the introduction we then went through the I (Information) P (Position) S (Speed) G (Gear) and A (Acceleration) approach. Information comes from the five senses, seeing, hearing, feeling, smelling and tasting plus anticipation.

Pat also covered vehicle dynamics such as ensuring passenger comfort, sympathy with the vehicle when driving and maintaining a constant speed through the hazard.

The meeting finished with a raffle.



SIX POINT SIX



Elliott Semmence receiving his certificate from Pat



MOTORISTS LACK TRUST IN GARAGES AS TWO THIRDS CLAIM BAD EXPERIENCE

The UK's garages are facing calls for better transparency and improved service as almost two thirds (60%) of motorists say they have had a bad experience when taking their car in for a repair, service or MOT.

The findings from research conducted for garage comparison website RAC Garage Compare will do little to allay concerns about the standard of service from local independent garages or fears that customers may be ripped off as one in 10, 11%, say they don't trust local garages at all.

Concerns raised by the survey include 38% of motorists who said their garage failed to fix the problem with their vehicle and 36% who felt they were overcharged. In addition one in four (24%), said they were very concerned about hidden costs when booking their car in for work such as a service or MOT.

However the survey, carried out among 1,400 motorists on the RAC Opinion Panel* through December 2014, also highlights that people are fiercely loyal to garages that give them good service, with 55% saying they totally trust the local garage they use most often.

Many millions of motorists rely on local independent garages to carry out regular servicing and MOTs, to keep running costs and maintenance at a manageable level. As such more than half (56%) say reliability is most important to them when choosing a garage, with customer service second at 19% and cost actually third in terms of priorities, with just 14% saying that was most important.

The RAC says this underlines the fact that customers are not always looking for the cheapest option, and that good service and reliability are worth more to motorists entrusting their vehicles to a local garage business.

RAC head of external affairs Pete Williams said: "For many motorists booking in their vehicle for essential work at a repair garage they haven't used before can feel like an act of blind faith and unfortunately consumers are wary when they receive that final bill.

"It is a real concern to see a figure as high as 60% of people who say they have had a bad experience at a local garage, when we know there are thousands of good quality garages in our towns and cities."

The findings are released as the RAC launches RAC Garage Compare, a comparison and online booking website for MOT, car servicing and repairs, giving



motorists access to thousands of rated independent, franchised and fast-fit garages across the UK.

Pete continued: “Our research also shows that people are also willing to travel to the places they do trust with their cars, with 20% going up to 10 miles from home to the garage they use most, and one in 10, (11%), willing to go as far as 20 miles.

“But overwhelmingly the survey results highlight a lack of trust among customers and a sense they feel garages are not being open and transparent enough when it comes to pricing.

“That is why the RAC has launched RAC Garage Compare, in order to give motorists the full picture in terms of how customers rate their local garages, and where they can find the best value for money.

“After all, maintaining a car can already be a costly business without any more nasty surprises when it comes to the bill.”



NEW TYRE OFFERS YEAR ROUND PERFORMANCE

Tyre giant Michelin says it has produced a tyre suitable for both summer and winter.

Many motorists choose to swap their summer tyres for winter versions which offer better grip on snow and ice.

Meanwhile in countries like Germany, it's a legal requirement to use winter tyres during the colder months. While winter tyres offer better grip in icy weather, they don't perform well on hot asphalt, so can't be used all-year-round.

But the new Michelin CrossClimate is said to offer the braking performance of a conventional summer tyre but is also certified for winter use. Michelin says its new tyre, which could solve the headache of changing tyres twice a year, uses a new tread pattern and compound to provide year-round performance.

The tyre has received official winter certification, so drivers in Germany will be able to use it throughout the year, while Michelin says it will be ideal for motorists in the UK, who only have to cope with a few days of snow every year.

The tyre will be available in sizes from 15 to 17 inches and will go on sale in May.

A recent study found that four in 10 European motorists view the seasonal tyre swap as a constraint and leave it until the very last minute to change.

Meanwhile a separate study last year found that almost two thirds (65%) of drivers in Europe use summer tyres all year round.



TRAFFIC POLICE NUMBERS CUT BY 1,279 OFFICERS IN FIVE YEARS

The number of police dedicated to enforcing traffic offences in England and Wales has fallen by 23% in the last five years which means there are now 1,279 fewer officers patrolling the road, the RAC can reveal.

The reduction – equivalent to five fewer officers a week – comes as a result of the 43 police forces cutting their traffic officers from 5,635 to 4,356 between the end of March 2010 and 2014.

Government statistics published in response to a parliamentary question* show that Devon and Cornwall police has suffered the largest cut – 76% – taking its traffic officers from 239 to just 57.

Essex's traffic police numbers fell by 71%, Nottinghamshire's by 68%, Wiltshire's by 47% and both the Avon and Somerset and Dorset forces traffic function diminished by 39% each. Only two forces have increased their traffic officer count in this time: Suffolk by 32% – 67 officers to 88; and Warwickshire by 230% – 10 to 37.

The findings support research conducted for the RAC Report on Motoring** which found that 60% of motorists now think there are insufficient numbers of police officers on the roads to enforce driving laws and as a result there is little chance of law-breakers being caught and prosecuted for anything other than speeding or running a red light: offences typically enforced via cameras.

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

RAC head of external affairs Pete Williams said: "These figures make a mockery of motoring law – if there are not enough police on the road, we can introduce all the new rules we want, but those breaking them just will not get caught. While cameras are good at catching speeders and drivers who go through red lights, offences that relate to general poor behaviour at the wheel still rely on a police officer to enforce them.

"The majority of motorists in England and Wales claim to obey the law of the road and would therefore like to think the minority of drivers that flout the rules stand more chance of getting caught and properly punished than they seem to at the moment.

"Our research shows that millions of motorists are frustrated with the cut in traffic police numbers and believe 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.

“The Government should also be asking whether the reduction in traffic police is in any way connected to the recent rises in the number of deaths and injuries on our roads.”

Opinions on ‘likelihood of being caught’ for common offences as detailed in the RAC Report on Motoring 2014

- Texting while stopped in traffic: 51% unlikely / 18% likely / 22% uncertain
- Texting on the move: 42% unlikely / 29% likely / 21% uncertain
- Tailgating: 47% unlikely / 24% likely / 21% uncertain
- Middle lane hogging: 49% unlikely / 22% likely / 22% uncertain
- Aggressive driving: 40% unlikely / 30% likely / 24% uncertain
- Undertaking on the motorway: 49% unlikely / 20% likely / 23% uncertain
- Speeding: 28% unlikely / 45% likely / 21% uncertain
- Running a red light: 28% unlikely / 46% likely / 19% uncertain

Of those motorists surveyed 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.



BUYING A USED CAR PRIVATELY AKIN TO 'MOTORING ROULETTE'

Nearly half of motorists (45%) who have ever bought a used car privately believe they were deceived in some way by the person who sold it to them – highlighting a worrying lack of trust in the used car buying process.

Of the drivers who feel they have been misled, more than two thirds (67%) think they were sold a faulty car and more than a fifth (21%) think they paid too much for what they ended up driving away, according to a study of more than 2,300 motorists conducted by the RAC*.

With two in five used cars being sold privately**, the process of buying a second-hand car can clearly be daunting with consumers confronted with a range of fears including buying a car that may be prone to breaking down, has outstanding finance on it or may have significant unknown costs just around the corner.

Half of those surveyed (50%) said they buy privately to get the best value for money, but the research carried out for the launch of RAC Car Passport revealed that for many it actually proves to be a financial gamble. With some 2.7m cars bought and sold privately out of the 6.7m used cars that change hands in the UK each year**, it appears 'being economic with the truth' is commonplace and confidence in making such an important purchase is being undermined.

Drivers' top three concerns when it comes to private sales are buying a car that already has a mechanical fault (29%), purchasing a stolen vehicle (24%), and choosing a car that has been written off (13%). Other common worries include acquiring a car that is still being paid for on finance by someone else, costs more in maintenance than expected, or is worth less than the buyer ends up paying.

Yet future buyers are putting in the legwork when it comes to purchasing their next motor – nearly half (43%) spend upwards of 10 hours researching their purchase, and a third (34%) invite a friend or family member to help them inspect the vehicle. When it comes to whether or not to buy, more than one in three people (35%) rely on a friend with motoring knowledge to help make the final decision for them.

Robert Diamond, managing director at RAC Car Passport, said: "Buying a car privately can work out cheaper than going through a dealer and is therefore a popular choice in the UK. But clearly many drivers don't have a lot of trust either in the person they're buying from, or in the car they end up driving away with. Sadly, motorists are telling us that buying a car privately appears to resemble something akin to motoring roulette.



“What’s more, buying privately doesn’t afford the same levels of consumer protection as buying through a dealership – putting more pressure on making the right purchase of a vehicle.

“Happily, this doesn’t need to be the case and there are now a range of services available to help ensure that private buyers needn’t spend hours researching their next car only to be let down at the very end.”

To help people buy more confidently, the RAC has launched the Car Passport, the most comprehensive car check available in the UK. Buyers can get quick, online access to a wide range of information about their next vehicle including a personalised valuation to verify the seller is charging a fair price; information on a car’s history such as common reasons for that particular make, model and year of car to break down; and symptoms to look out for in a test drive. The Buyer’s Report, priced at £14.99, also includes a checklist of important checks on the vehicle in question, advice on how to negotiate with a seller, and comes with £30,000 insurance cover to protect the buyer against suffering a financial loss as result of incorrect vehicle alert information.

A Seller’s Report is also available (£24.99), to help private vendors achieve the best price for their vehicle and give potential buyers confidence in what they are looking at.

“While there are many good vehicles out there for sale, there is always the fear of buying a dud,” said Diamond. “Motorists don’t want nasty surprises. With our new Car Passport buyers can get peace of mind about what they are looking to purchase. Armed with the best possible insight, it allows them make a better, smarter purchasing decision.”

For added peace of mind when buying a new vehicle, the RAC also offers a Vehicle Inspection service that includes both a visual check-up and road test.



ENGLAND'S BUSIEST A-ROADS COULD BECOME 'MINI MOTORWAYS'

Roundabouts and traffic lights to be scrapped on A-roads as part of European-style expressways and major A-roads in England will be turned into "mini motorways" as part of a European-style expressway project.

Highways England, which replaces the Highways Agency from April 1, will upgrade key A-roads into the new classification of road to sit between an A-road and a motorway.

Junctions will be modernised with roundabouts and traffic lights removed and emergency refuge and maintenance areas provided. It is possible that bicycles and slow-moving vehicles such as tractors will be excluded from these new roads, too.

Advanced technology will be used to detect and help clear incidents more quickly and get traffic moving as part of the £11 billion investment.

According to The Times, 18 major routes are initially set to become expressways, with a further seven projects being considered. It follows a continental blueprint with the Netherlands, Czech Republic, Italy and Bulgaria already having similar roads.

The first routes are likely to be the A303 and the A30 from the junction with the M3 in Hampshire to Exeter in Devon; the A1 north of Newcastle; the A14 from Huntingdon to Cambridge; the A556 between the M56 and M6 in Cheshire; and the A46 between the A1 and M1 in the East Midlands.

Other schemes include the A38 from Exeter to Camborne in Cornwall; the A27 along the south coast of England; the A3 south of Guildford in Surrey; and the A2 through south east London to Kent.

Simon Williams, an RAC spokesman, said: "The provision for new expressway schemes has the potential to transform some of the country's most congested and frustrating roads. However, motorists will want to know such multi-billion pound projects have been fully budgeted for if they are to believe that they will become a reality, rather than just an empty promise.

"The devil of the new proposals will be in the detail – what rules will apply to these new types of highway? And how will they be designed in a way that is safe for motorists? A clear national standard on their operation will need to be looked at."

A further £150million innovation fund will benefit drivers in the South East by providing roadside wifi to send traffic updates. The new wifi technology could encourage the provision of "in-vehicle, vehicle-to-vehicle, and vehicle-to-infrastructure technologies" along the M2, M20, M26 and M25, the Department for Transport (DfT) said, and could form part of a driverless car trial.



DRIVER WITH 40 PENALTY POINTS HAS NEVER HAD A LICENCE

The Institute of Advanced Motorists (IAM) has discovered that a motorist from Lewisham has racked up an astounding 40 points for 12 offences despite never having held a full or even a provisional driving licence, according to information supplied by the DVLA in February, following a Freedom of Information request. The offences include speeding in a 30mph zone and driving without insurance.

The request, which asked for the top 20 highest points holders, also shows two other offenders with no licence.

The second highest penalty points holder without a licence is a male offender from the Stockport area, with 33 penalty points for seven offences – including caught for speeding in a 30mph zone and repeatedly failing to disclose information as to the identity of the driver.

And the third highest penalty points holder driving without a licence is a man from Leeds with 28 penalty points for five offences including driving uninsured against third party risks and driving otherwise than in accordance with a licence.

IAM chief executive Sarah Sillars said: “It’s been three years since the IAM raised this issue with the DVLA, but we still have drivers on the road with multiple points allocated to them. Now we discover that some of them have never held any kind of driving licence. We all have to share the road with these unqualified, uninsured and dangerous drivers.

“We need to punish offenders as well as give them the opportunity to change their ways. Offenders are unlikely to drive legally if they face a ban or points on their licence as soon as they pass their test.”

England and Wales’ highest points holder continues to be a man from Liverpool who holds 45 penalty points on a full driving licence. He collected six penalty points on three separate occasions for speeding in a 30mph zone. And another six points on five other occasions because he failed to provide information about the identity of the driver – he carries the same number points today as he did in 2014.

Other notable offenders include a female from Blackburn with 38 penalty points, the third highest points total on record. She has been caught breaking the speed limit in a 30mph zone on 10 different occasions.

Wales’ highest penalty points holder is a man with 36 points for driving without insurance six times.



THE NEW EURO 6 EMISSIONS STANDARDS: WHAT DO THEY MEAN ?

As of September all new petrol and diesel cars sold must meet Euro 6 standards for exhaust emissions of NOx and other pollutants

The aim of the Euro 6 EU legislation is to make cars cleaner. This means lower levels of harmful car and van exhaust emissions such as nitrogen oxide (NOx), carbon monoxide (CO), hydrocarbons (THC and NMHC) and particulate matter (PM), which is basically soot. The knock-on effects of reducing these can also mean better fuel economy and lower emissions of CO2.

NOx is a harmful pollutant that is often blamed for damaging the environment but has also been proven to have serious health implications on the public. Particulate matter, meanwhile, is a local pollutant that has also been linked to health problems.

The new Euro 6 regulations set different standards for petrol and diesel cars. For diesel cars, they dramatically drop the permitted level of NOx emitted down to a maximum of 80mg/km compared to the 180mg/km level that was required for cars to meet the previous Euro 5 emissions standards. The limit for NOx from petrol cars remains at 60mg/km, the same as for the Euro 5 standard.

In particular, it's older diesel cars that produce higher levels of NOx and particulate matter and these have come under fire from a number of environmental groups. Some have blamed the Government for enticing consumers into diesel cars with VED and company car tax structures that reward low CO2 emissions. Diesel cars tend to be better than petrol models when it comes to CO2 output.

The automotive industry and the Society of Motor Manufacturers and Traders (SMMT) that represents it have recently come out in defence of diesel cars and started a campaign to raise awareness of the clean diesel technology fitted to the new Euro 6 compliant models.

The SMMT is attempting to make sure all diesel cars aren't tarred with the same brush by drawing a line between older diesel cars and the new generation of clean diesel models. The concern is that confusion could lead buyers to shun new Euro 6 diesel cars when they're virtually as environmentally-friendly as the petrol alternatives.

In the short term, the new Euro 6 emission standards are unlikely to have a direct impact on motorists, though they could see fuel economy and emissions of new cars improve further as the latest engine and exhaust treatment technology becomes standard across the industry.



The longer term future for diesel cars looks a little more uncertain for the reasons touched on above and moves that are afoot within Government, at a local and national level, to penalise owners of diesel cars financially.

Diesel cars have found themselves in the spotlight with London Mayor Boris Johnson calling for an Ultra Low Emission Zone in London to be put in place by 2020 that would mean older diesel cars that don't meet Euro 6 emission standards would be charged an extra £10 to enter the capital on top of standard London congestion charge.

Some councils have already started to charge owners of diesel cars more for parking permits. Islington council in London is set to introduce a surcharge of £96 for anyone with a diesel car from April 1 2015. It claims that the reasoning behind this is "to protect residents from the health risks associated with diesel emissions".

Euro 1 to Euro 6: European emissions legislation timeline

European emission standards first came in to force in 1992 with Euro 1 standards becoming law. This initial standard ensured that diesel cars emitted no more than 780mg/km of NOx, while the maximum for petrol engines was 490mg/km.

This moved on to Euro 2 in 1997 that dropped diesel NOx to 730mg/km and Euro 3 standards followed in 2000 lowering the diesel NOx limit to 500mg/km. By 2006, Euro 4 emissions were in place reducing the max NOx in diesels to 250mg/km and Euro 5 reduced it further to 180mg/km in 2009.

Throughout this time, the maximum amount of NOx emitted by diesel cars has been way behind that of petrol models. Under the new Euro 6 standards, however, the maximum level for NOx in diesel models is 80mg/km compared to 60mg/km in petrol cars.

Euro emissions standards for diesel cars

Euro standard	Date	CO	NOx	PM
Euro 1	July 1992	2.72		0.14
Euro 2	January 1996	1.0		0.08
Euro 3	January 2000	0.64	0.50	0.05
Euro 4	January 2005	0.50	0.25	0.025
Euro 5a	September 2009	0.50	0.180	0.005
Euro 6	September 2014	0.50	0.080	0.005



Euro emissions standards for petrol cars

Euro standard	Date	CO	NOx	PM
Euro 1	July 1992	2.72		
Euro 2	January 1996	2.2		
Euro 3	January 2000	2.3	0.15	
Euro 4	January 2005	1.0	0.08	
Euro 5	September 2009	1.0	0.060	0.005
Euro 6	September 2014	1.0	0.060	0.005

ASSOCIATE INFORMATION

As at end of March there were four associates awaiting an observer to come free.

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

Elliott Semmence who passed on 30th January his observer was Ian

Nicky Machin who passed on 30th March her observer was Louisa

Brian Davies
Associate co-ordinator











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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			



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<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

2015	
<i>April 12th</i>	<i>Planned boat trip</i>
April 21st	Group meeting training night
May 19 th	Group meeting - presentation by Peter Inson on Bees and other experiences
June 16th	Group meeting training night practical manoeuvring
July 21 st	Group meeting details to be finalised together with AGM
August 18 th	Group meeting training night practical manoeuvring
September 15 th	Group meeting details to be finalised
October 20 th	Group meeting practical training night
November 17 th	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