

SIX P O I N T SIX

October 2015

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



Some 19th century artefacts shown during the presentation on Essex clocks



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

affiliated to The Institute of Advanced Motorists





EDITORS NOTES:

Welcome to the October 2015 edition of Six Point Six. This edition continues with more detailed information about future events as well as the latest on car sales.

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

Stephen Edge and Jim Pocklington.

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

AUGUST

On a wet evening this was a training night. After some technical issues courtesy of Windows 10 Pat started and covered some of the basics for the benefit of our new associates.

He started with car control and the sequential use of the system when approaching a hazard (anything that causes actual or potential danger) and the types of hazard; physical such as a roundabout, the position of other road users and the road surface or weather conditions. There was much discussion on various scenarios that people had experienced.

We then moved onto roundabouts and steering at junctions which led onto analysing various Colchester roundabouts and how they should be tackled and finished with a reminder on holding the steering wheel. Pull down on one side and slide down on the other or push up on one and slide up on the other. The idea is to keep it balanced with your hands always on the wheel.

Another interesting evening, thank you Pat.

SEPTEMBER

The September meeting was a presentation by Chris Papworth of Kelvedon clocks about watch and clock makers of Essex. Chris started off explaining the history horology from 2000bc to 1969 starting from the ancient Egyptians who used hour glasses and then went on to develop water clocks, candle clocks followed by sundials. The first mechanical clocks we seen at the start of the 14th century and became the standard time keeping device until the pendulum clock invented in 1656 came along. The invention of the main spring in the early 15th century allowed portable clocks to be built, evolving into the first pocket watches by the 17th century. Pendulum clocks remained the most accurate time keeping device until the 1930's when Quartz oscillators were invented.

In East Anglia each county had variations of clock styles for Essex, Suffolk and Norfolk and Chris showed us slides of Essex towns with the most watch and clock makers. The earliest recorded watch maker was Chamberlains of Chelmsford, and the biggest clock making family was the Knight family. Chris showed us slides of various types of clocks including grandfather also known as long clocks and lantern clocks mostly from his own collection and finished off with questions from the group.



SIX POINT SIX



Chris Papworth showing one of the Essex Clockmakers with an attentive audience

Some of the audience for the presentation on clocks



Sean McCabe receiving his certificate from Pat for passing his test



EVENTS

I would like to thank all the members and guests who came to the group meeting on 15th September. I was pleased to see that again we had a very good attendance, I hope this trend continues. I am trying to book speakers that cover a wide range of subjects, and if any members have contacts they can supply to me I would be very grateful.

Our speaker on 15th September was Chris Papworth of Kelvedon Clocks. His presentation covered the history of the clock and clockmakers, with special reference to those clockmakers who lived in Essex. It was all very informative with many facts and figures. There were lots of questions put to him throughout, and his knowledge of clocks is vast, which would be expected as he has been working in this field since the 1960s. Many of the clocks that were shown in the presentation were from his own large collection. Chris has said he would be happy to come back to do another talk, where group members can possibly bring in their watches and clocks that they would like information on. I will try to book this for sometime in the new year.

I have spoken to Mick Spalding who is co-owner of the Essex Skid Pan (for those members who don't know already, he is also our local IAM examiner) and he has said if I get 10 people (no more no less) interested in attending, he can offer the reduced rate of £50 per person. If you would like to take up this great offer, please either email or phone me. At the moment no date or time has been set, as I need to see what interest there is.

Our presentation on the 17th November will be by Tony Carter, entitled 'How the Litigation Process Works'. This talk will dispel many of the myths that surround the claims process, and often becomes quite an interactive discussion, as people realise that the claims process is somewhat different to what they have heard, or been told. It is a light hearted chat. Tony has many qualifications and a great deal of experience. Please see his impressive cv on the following pages, I believe this is another presentation you will not want to miss.

Although we had a great attendance again at our last meeting, we would like to keep this momentum going, and get as many people as possible to come. Please remember that our meetings are not only open to members, you can bring as many family members and friends as you want to any of them.

I am hoping to have a full list of speakers and events for 2016 ready for the next issue of 6.6.

If you have any questions or suggestions for group presentations, please email me - iam.events@bamicrographics.co.uk.

Best wishes, Barry Alexander, Events Co-ordinator



TONY CARTER EXPERIENCE AND QUALIFICATIONS

Police advanced class 1 motorcyclist

Police advanced class 1 car driver

Police qualified driving and riding instructor

Police qualified vehicle examiner

Accident investigator

Police motorway patrol qualified

Speed enforcement qualified

Police special escort group

Senior advanced motorcycle examiner for RoSPA (1980 – Present)

Senior Advanced driving examiner for RoSPA (1980 – Present)

RoSPA motorcycle diploma qualified instructor (1995 – 2004)

National committee member of the RoSPA advanced drivers association (1995 – 2004)

Btec level three motorcycle instructor/assessor (1999 – present)

Department of Transport qualified CBT motorcycle instructor

Department of Transport Direct Access qualified motorcycle instructor.

Founder member of the Motorcycle Rider Training Association (MRTA)

National committee member of MRTA (1995 – 1999)

Driving Standards Agency (DSA) subject matter expert – (2006 – present)

Member of the Law Society panel of expert witnesses for motorcycles (2001 - 2008)

British Standards Institute committee member on motorcycle crash helmet visors

Until 2004, I was one of only 4 people in the UK approved to instruct and examine candidates on the RoSPA national diploma in advanced motorcycle instruction

I have written and had accredited the City and Guilds qualification in both motorcycle riding and motorcycle instructor. I am presently the only person licensed in the UK to run such a course under this accreditation.

I spent 18 months as joint head of driver safety for a major UK energy provider. Along with a colleague in Scotland we were responsible for establishing the driving policies and the safety the company drivers. Together we covered the whole of the UK.



I helped develop a programme of in house driver assessment programmes, ran courses to train up in house driving assessors, safe driving related presentations and developed relationships with Road Safe, The Department of Transport, Professor Frank McKenna at Reading University to name but a few.

We encouraged driving safety to be established from the top down and to this end all members of the executive and senior management had their driving assessed. and I would also assist managers in the investigation of serious Road Traffic Accidents involving members of their team which involved looking at the basic as well as route cause of these crashes and analysing particular trends.

I worked very closely with the fleet transport manager as well as senior members of the health and safety team.

I helped develop a long-term safe driving strategy much of which I believe is still being implemented to this day.

I was also involved in training many of the Chinese Police outriders who would provide Police Special escort services for VIP's at the 2008 Beijing Olympics.

I have carried out similar training for the Police in Singapore and Malaysia.

Whilst a serving Police officer and after my retirement, I have attended road safety courses at RoSPA in Birmingham, Horncastle and Cardington.

I have attended various civilian accident investigation courses since my retirement

I have attended courses relating to the recovery of accident damaged and broken down vehicles

I have also featured on Granada Men & Motors TV channel as well as local radio from time to time, where I have been asked to provide comment on road safety/driving/motorcycle related matters.

I have been involved in studies commissioned by various agencies particularly relating to motorcycle clothing and helmets. During my last five years of Police service, I undertook a study of all fatal and serious injury motorcycle accidents in the Thames Valley area in respect of the clothing worn. After my retirement, I continued the study and visited manufacturers both home and abroad where I was able to look at production methods and safety tests carried out. This has given me a particular area of expertise which has proven to be an advantage in some recent motorcycle accident investigations I have competed, particularly in respect of issues of alleged contributory negligence.

In 1980 I became an advanced riding and driving examiner for the Royal Society for the Prevention of Accidents (RoSPA) advanced driving association, and over the next 24 years I rose to the position of senior driving examiner and Chief Motorcycle Examiner. In 1995 I was appointed to the national committee of RoSPA.



In 1995, I was responsible for setting up and establishing the RoSPA national diploma for advanced motorcycle instructors, which until recently was the only recognised course of its kind in the UK. I was one of only 4 people in the UK approved to instruct and examine course candidates.

As a former member of the Law Society panel of expert witnesses on driving and motorcycling, I was often called upon to provide guidance and advice to member of the legal profession (solicitors and barristers in particular) on all matters relating to driving and motorcycling, but in particular road accidents involving motorcyclists.

I am currently in the process of developing a work related driver qualification at City & Guilds level which has accreditation in principal and this will be in addition to the driving assessment qualification for in house company driving assessments.

I am also developing a City & Guilds accredited train the trainers programme, allowing in house driving and riding safety assessors to obtain a formally recognised qualification.

In July 2009 I was invited to join the national committee of Road Safe (Driving for Better Business), a Government initiative to improve driving standards in the work place. The committee consists of various parliamentary advisors, ACPO, Insurance companies, local government, RoSPA and other road safety partnerships.

A PHYSICIST WRITES . . .



This is an instance of a regular column Peter Soul writes for the Thames Valley IAM group

There may well be enough Matters Arising from a previous column to fill this one! Let's see how it goes:

If you remember, I reported that my VW Golf had given me (most helpfully, I thought) a "Low Battery" warning. I might mention first that the car is only five years old, and is already on a replacement battery supplied by the RAC, according to its label, before I acquired the car in 2013 – which doesn't seem to say much for the one originally installed by VW.

Anyway, this battery has an indicator window on top which should show green when the battery is well-charged, which it was certainly doing previously whenever I checked. But last month it had turned black. Below the window I assume there's a green hydrometer-float, which sinks when the charge and the acid are below strength, and rises again when all is well.

So I connected up my simple battery-charger and left it on for most of the day – but the indicator stayed black. I was about to go for a replacement battery, when I glanced at my Haynes manual and there read: "Maintenance-free batteries can take up to three days to recharge fully." The reason (as I used to know) is that they need to be charged at a low rate. Which is just what my charger was doing. So I let it get on with the job for another day, after which the battery was nicely green (in the window). And I'm pleased to say it still is, a month later.

You can probably guess, then, that it's quite a while since I last suffered a Low Battery! The episode reminded me that the standard lead-acid battery was invented more than 150 years ago, and still really hasn't been bettered – as a small, relatively cheap rechargeable power-source – for delivering the brief high current that's needed for starting vehicle engines.

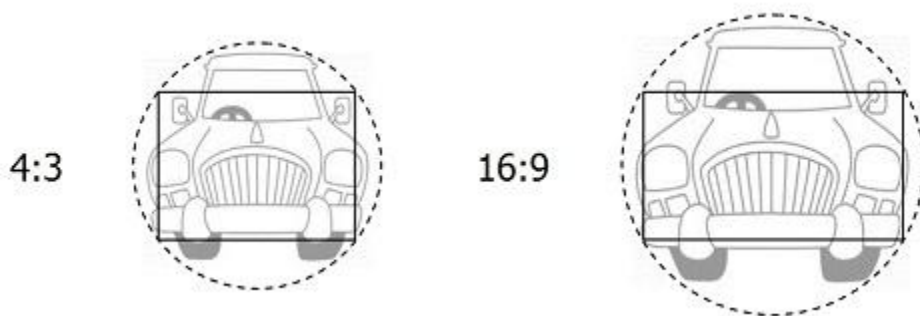
(But what about modern batteries based on lithium, do I hear you ask? The difference with these is that they can store much more energy, in a given space and within a given weight, than the lead-acid type. It's this property that has allowed the development of electric cars, and likewise of electric bicycles.)

Another thing I said last month was that I was struggling to get used to the black keyboard belonging to my new PC: the keys were flat and hard to see, and depressed only a short distance, which for me made touch-typing almost impossible. I've now overcome the problem in two stages! First, Mrs S found from somewhere in the house a long soft wrist-rest: this not only makes typing more comfortable, but also reduces the tendency for my fingers to slide out of position.

And then on a reader's recommendation I bought a cheap and cheerfully bright yellow keyboard – I mean the keys are yellow, almost shouting their letters at you. They are dished too, and go down a good way, so my fingers easily stay in place over them. If you want to try out this keyboard, it's currently available for £14 from Amazon: just search the site for Great Ideas Keyboard. It has a USB plug, and I'm assured it works equally well with an Apple Mac. (The keyboard does slide around on a smooth surface, so will need something under or against it to stop this.)

My next Matter Arising is TV screens. I said that we had upgraded at home from a big old TV with proportions of 4:3, to a flat-screen one with the wide but now standard 16:9 ratio. Afterwards it took me quite some time to reset all our other equipment (DVD player, digital recorder etc) to suit the new TV format, in order to get an un-squashed-or-stretched picture from each source! But it now occurs to me that although the wider screen gives the impression that it's showing you more (compared with 4:3), in a way you're seeing less.

Let me explain: TV screens are rectangles, and so are the image-sensors inside TV cameras and indeed any camera. The reason for this is that it's the easiest shape both to manufacture and to utilize for the image-processing. But camera lenses are round, which is the best shape for designing and for operating them. Hence they project a circular image on to the sensor inside the camera. And of course this image (or to be precise, the usable centre-region of it) has to be big enough to cover the sensor rectangle:



The diagrams show firstly that quite a fraction of the area of the image from the lens is lost, by falling outside the sensor, and secondly that more of it (46% in fact) is missed now that everything is in 16:9 format, than in the past when it was all 4:3 (39%). I suppose what I'm really saying is that if television had evolved to keep the



circular sensors and screens that it actually started with, long ago, we would be able to view all of the image that the lens captures. As it is, we can't!

Finally, last month I mentioned optical illusions. I've just been reading about a night-time one that caused a serious accident in California a few years ago. A driver was on a straight unlit minor road, approaching a curving major road at a shallow angle. He was focusing on distant vehicle lights (and then traffic lights beyond) on the main road, and assumed that the two roads simply merged. But in reality, there was a sharp bend into a T-junction: he failed to see it in time, and went over an unprotected edge into a deep ditch.

Actually the roads did once merge smoothly. After the T-junction had been installed there had been other (less severe) accidents. The local authority therefore not only settled for a \$1.6m injuries payment in this case, but also improved the signage and to some extent the bend-protection (as I've confirmed on Google Street View!).

But here's a question: how often do you look into the distance at night, focusing your attention on distant lights that indicate a continuation of your road, and assume that 'seeing nothing' between here and there means that nothing will interrupt your journey...?



MOST MOTORISTS UNAWARE OF NEW LAW WHICH ALLOWS THEM A FULL REFUND FOR A FAULTY CAR WITHIN 30 DAYS OF PURCHASE

Despite the introduction of the Consumer Rights Act 2015 on 1st October, new data from the RAC shows just one in 20 (5%)* motorists are aware of the new law that gives anyone buying a vehicle significantly more protection if it turns out to be faulty.

The RAC believes the new law will strengthen the hand of buyers who think they have been mis-sold a used car or if a fault is revealed within the first 30 days. The new 'short-term right to reject' provision allows the buyer to demand a full refund – previously the dealer could simply replace or repair a faulty item or part.

Up to six months from the original date of sale, the dealer will be obliged to repair or replace the faulty part, and will only have one opportunity to fix the problem. If a repair or replacement is not possible or unsuccessful, the buyer will still be able to demand a reduced price or exercise their 'final right to reject', and demand full or partial repayment.

New research from the RAC's Opinion Panel found that 95% of respondents were unaware of the new law. Of those that did know about it, just 30% correctly identified that the law comes into force on 1 October 2015.

Despite the changes, four in 10 (39%) said they felt the new law would do nothing to change their confidence when purchasing their next used car, underlining the continuing deep-rooted mistrust of dealers.

RAC Cars spokesman Pete Williams said: "Car buyers have long felt they are at the mercy of unscrupulous car traders, but the introduction of the Consumer Rights Act could finally turn the tables in their favour. Any licensed dealer must now refund the sale price in full if a buyer returns a faulty used car within the 30-day period.

"Over time, and subject to some successful test cases in the courts, the new law should begin to squeeze the most dishonest dealers content with selling sub-standard stock out of the market. There will be nowhere to hide for those actively selling vehicles to consumers that, frankly, are better off being sold for parts – if not sent to the scrapheap.

"On the flip side, those dealers who take the most care over their vehicles stand to gain, and we could see average used car prices increase as a result. What is clear is that the new law should have the very welcome effect of driving up standards among dealers, giving motorists much more confidence in their purchases."

However, the RAC warns that after six months the onus will be on the buyer to prove there is a fault with their vehicle, and that it was present at the time of sale. Motorists therefore need to be clear on their rights.

Pete Williams added: "After six months, the onus on proving a car had a pre-existing fault shifts to the consumer – so the responsibility will lie with them if they are to



benefit from the new law. This is likely to lead to some difficult disputes between dealers and buyers.”

The RAC has prepared advice for anyone buying a vehicle on how the Consumer Rights Act 2015 affects them and what to look out for when buying a vehicle – a detailed guide will be available at www.raccars.co.uk.



SPEEDING STILL TOP ROAD OFFENCE – AND PEOPLE FLOUTING LAW IN BIGGER NUMBERS, IAM FINDS

Figures obtained by the Institute of Advanced Motorists (IAM) have found that, over the last decade, speeding is still the biggest motoring-related offence where the defendant is found guilty in court.

And the numbers of those found guilty have risen sharply in the past 12 months – from 115,935 to 148,426, an increase of 28% which is the highest number since 2005. The 2014 figures were 2% greater than 2004 (reference 1).

The next highest offence where defendants were found guilty was vehicle insurance-related crimes, although the percentage has fallen dramatically since 2004.

Some 118,254 people were found guilty in court of this, which is 7% up on 2013 but 84% down on a decade ago, when 218,142 were found guilty.

The figures, obtained by the IAM from the Ministry of Justice, also show that vehicle registration and excise duty offences and driving with alcohol in the blood above the legal limit are both offences that have fallen in huge numbers in the past ten years.

The top five list of offences where offenders are found guilty in court is as follows:

- Offence / 2004 / 2013 / 2014 / % change (one year) / %change (10 year)
1. Speed limit offences / 146,161 / 115,935 / 148,426 / 28% / 2%
 2. Vehicle insurance offences / 218,142 / 110,843 / 118,254 / 7%/-84%
 3. Failing to supply information as to identity of driver when required/not applicable / 50,687 / 54,372 / 7% / not applicable
 4. Vehicle registration and excise licence offences / 192,959 / 55,182 / 46,636 /-15% / -314%
 5. Driving with alcohol in the blood above the prescribed limit / 74,055 / 40,683 / 37,853 / -7% / -96%

Other offences with a large number of guilty verdicts other than speeding are neglecting road regulations at 16,951 in 2014 (up 2% from 2013), using or causing others to use a mobile phone whilst driving at 16,025 (down 8% from 2013) and driving licence-related offences at 15,982 (down 10% from 2013).

New offences such as causing serious injury by dangerous driving are also showing signs of more widespread use which reflects the life changing nature of these crimes.

Sarah Sillars, IAM Chief Executive Officer, said: “We can see from these figures that as the UK comes out of recession traffic levels have risen, speeding appears to be becoming more prevalent and regrettably casualties are rising again. The



government and police forces cannot afford to take their eye off the ball and more visible policing is, in our view, the key way to ensure that people don't think they can get away with speeding.

"In addition local campaigns must remain high-profile to make sure drivers don't get complacent, or forget that speed can kill."

According to the government's THINK! campaign, speed is "one of the main factors in fatal road accidents". In 2013, 3,064 people were killed or seriously injured in crashes where speed was a factor.

They added that the risk of death is approximately four times higher when a pedestrian is hit at 40mph than at 30mph

Sarah added: "On a positive note, the joining up of databases across agencies and the increased use of number plate recognition cameras means some motoring crimes have fallen in big numbers."



IAM FINDS REDUCTIONS IN KILLED AND SERIOUSLY INJURED CASUALTIES IN ONLY A THIRD OF POLICE FORCE AREAS

The Institute of Advanced Motorists (IAM) has obtained a breakdown of figures showing the numbers of people killed and seriously injured on roads in England and Wales for the last full year by police force area. The figures show the full year figures by police force area for 2014 compared to 2013, and the percentage change from 2013.

Disappointingly only 14 areas out of 43 achieved any reduction on their 2013 figures. One area was unchanged in percentage terms (Cambridgeshire) while 28 all saw an increase.

Derbyshire was the only police force area to have an increase of more than 30% over the previous year. Three other areas increased by more than 20%; namely Leicestershire, Surrey and Wiltshire. Essex had an increase of 10% with 689 in 2013 and 757 in 2014.

Conversely Suffolk comfortably saw the greatest reduction over the previous 12 months, at 17%. The only other areas achieving a double-digit reduction were Durham and Gwent, at 14%.

Official 2014 figures showed there were 1,775 reported road deaths in 2014, an increase of 4% compared with 2013. The number of those killed or seriously injured in Britain increased by 5% to 24,582. There were a total of 194,477 casualties of all severities, an increase of 6%, the first increase in overall casualties in 18 years.

Sarah Sillars, IAM Chief Executive Officer, said: "We want to make clear that a one year comparison cannot be taken as an overall trend of what might be happening in any particular area.

"However 2014 was not a good year for accidents and it should serve as a wake-up call to every road safety partnership that they are under scrutiny and road safety must remain a priority as public sector spending cuts continue. With official figures putting the cost to society of every fatality at over £1.7 million, investment in road safety is money well spent."

ASSOCIATE INFORMATION

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

Sean McCabe passed his test on 17th August

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	
November 17th	Group meeting How the Litigation Process Works' by Tony Carter,
December 15 th	Group meeting training night
2016	
January 19 th	Group meeting - Chairman's quiz
February 16 th	Group meeting training night
March 15 th	Group meeting details to be finalised
April 19th	Group meeting training night
May 17 th	Group meeting details to be finalised
June 21st	Group meeting training night

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. AGM evening will start at 7:30