

EAST KENT GROUP

Newsletter June 2007

IAM

DRIVING ROAD SAFETY



Contents

Your Committee	2
Editorial 119	3
From the Chair	4
Contributions	5
Driving Tips	6
Press Releases	7
Quiz / About Us	10
Drive-In Centre	11
Membership Updates	12



OFFICERS

Sheila Redwood sheila@eastkentiam.org.uk	CHAIRMAN 7, St. Stephens Hill, Canterbury. CT2 7AT	01227 462676
--	---	--------------

Vanessa Norley vanessa@eastkentiam.org.uk	SECRETARY 2 Barn Tye Close, Guston, Dover. CT15 5ND	01304 215168
---	--	--------------

Neil Oliver neil@eastkentiam.org.uk	TREASURER 22, Cornwall Road, Herne Bay. CT6 7SY	01227 369138
---	--	--------------

Carol Stone carol@eastkentiam.org.uk	MEMBERSHIP SECRETARY 5 Millfield Road, Ramsgate. CT12 6QW	01843 585356
--	--	--------------

COMMITTEE MEMBERS

Richard Hazell richard@eastkentiam.org.uk	CHIEF OBSERVER 44, Canterbury Road, Hawkinge. CT18 7BP	01303 893339
---	---	--------------

Alan Hollands	DEPUTY CHIEF OBSERVER 32 Hastings Avenue, Margate. CT9 2SG	01843 224123
----------------------	---	--------------

Jane Clarke jane@eastkentiam.org.uk	DRIVE-IN CO-ORDINATOR 20, Dumpton Park Drive, Ramsgate. CT118AE	01843 594910
---	--	--------------

Elizabeth Cooper elizabeth@eastkentiam.org.uk	ASSOCIATE CO-ORDINATOR 31 Charlton Avenue, Dover. CT16 2LZ	01304 204405
---	---	--------------

Michelle Stone michelle@eastkentiam.org.uk	EDITOR - NEWSLETTER/WEB Flat 5, 13 Paragon, Ramsgate. CT11 9JX	01843 588464
--	---	--------------

Nigel Cooke nigel@eastkentiam.org.uk	COMMITTEE MEMBER 55, Leyburne Road, Dover. CT16 1SL	01304 215891
--	--	--------------

Nick Williams nick@eastkentiam.org.uk	COMMITTEE MEMBER 10, East Stour Way, Ashford. TN24 0SX	077660512330
---	---	--------------

Richard Meadows	PUBLICITY (ex-officio)	
------------------------	------------------------	--

If you need to contact any of the above, please do so before 10 PM.
Should the person you require not be available, please contact any other member who will deal with your enquiry or pass on your message as soon as possible.
Thank you.

I'm glad to see the back of May which has proved to be an incredibly expensive month. It's all very well owning multiple vehicles, until the bills come in. The motorbike had a service and MOT, while Mini Jock needed tax, insurance and MOT.

The MOT for Mini Jock proved to be a race against time. He has just been in to have some spiffy airbrush artwork done, and the MOT ran out while he was in. We picked him up on Friday, so couldn't book him in until Saturday. However, the annual London to Brighton Mini Run was on that Sunday, so we really needed him to pass. Well of course, it being my car and a mini with a major personality to boot - he failed. On emissions and a faulty hazard switch (which personally I just took as another 'feature'). Mini Jock did not make it to Brighton this year. However, it means he will be nice a rested for Land's End to John O'Groats, which he will be leading at the end of this month.

Once again we are looking for sponsorship, and would appreciate any support you can give us. We are supporting Demelza House Children's Hospice, and we have an online fundraising page where online donations can be made:
http://www.justgiving.com/blowin_tyres

In addition to my vehicle bills mounting up, I've had the plumber in fitting a new shower, which had the knock on effect of a full redecoration of the bathroom. I haven't had his bill yet, but I have the Bank of Mum on standby!!

Meanwhile, look how pretty my mini is!!



On another note, we are looking for volunteers to attend the All Groups Conference in October. Please contact Vanessa for more details.

Michelle

Please send me any articles, letters, rants, suggestions or comments, either by e-mail to: michelle@eastkentiam.org.uk, or by snail mail to: Flat 5, 13 Paragon, Ramsgate, Kent, CT11 9JX

As some of you know, for many years I have been attending Wood-Carving classes in the William Nottidge School, I believe nowadays known as the Community School, in Whitstable. This entails driving north from my home in St. Stephen's Hill, Canterbury and through the Thornden Woods, then left into South Street and left again past Tesco and across the roundabout and up the hill, then right into the school, then in first gear dodging an enormous hole and swerving left then right to dodge vicious 2' high x 2' wide speed humps; then back again after the class. Those of you who know the mainly tree, bush and ditch lined narrow road through the Thornden Woods with its 90o and at one point 120o bends will agree that it is hardly safe to drive at much more than 40 m.p.h., even though for most of it, the speed limit is 60 m.p.h. and there are very few, if any places where it is safe to overtake. So why is it that someone nearly always cosies up to my back bumper like they want to be friends? They don't know me!

Another thing, following on from my comments last time about people not giving signals at roundabouts. What to do when drivers do signal left and start going left, then when I have started going forward, change their minds and signal right whilst shooting across in front of me? Fortunately my reactions are quite fast. As most people do in fact go left when signalling left, I would normally enter the roundabout as soon as their wheels were pointing left, otherwise I would surely be accused of not making due progress.

A few years ago I was getting concerned that Richard, our Chief Observer who is a very busy man, seemed to be going it almost alone in leading the main, if not only purpose of our group, i.e. advanced driving

– what would happen if he fell ill? So now I am really happy that several people, e.g. Elizabeth, Alan and now Jane have come forward to help take the strain by dividing up some of Richard's responsibilities among them. Also I understand that quite a few people are coming forward to become Observers/Senior Observers – better and better.

Spotted in the Times recently, a cartoon of a rather sad looking man carrying a car-shaped rucksack on his back, labelled 'The Environmentally Friendly Driver'. Hm.....I don't think so.

Sheila Redwood

Skid Pan 2007

I have provisionally booked two Saturday mornings, 20th October and 3rd November. If you want to register your interest please contact me on 01304 215168. Full details will follow later.

Vanessa Norley

Observer Training Course

We will soon be running an Observer Training Course.

This short course, designed to give you the necessary skills to prepare an associate for the Advanced Driving Test, will lead, after a test, to a Qualified Observer Certificate.

Observers are the very back bone of the IAM so your help would be much appreciated.

For further information please telephone 01843 224123

Alan Hollands

There I was sitting at work during a slack period of work, what can I read? Where's the latest edition of Advanced Driving, I have not seen one for months, I hope I have not slipped off the bottom of the distribution list. Nothing, nowhere in sight!

Still thinking about my copy of the IAM mag. On my way home, avoiding roadwork's, tractors, eager drivers wanting to get home 2 minutes early, dodging the pot holes, raised drain covers, articles fallen from vehicles or shaken loose lying in the road, wipers on full blast not because its raining but the spray and dirt thrown up by large vehicles, mobile phone going off in my jacket pocket on the back seat, the

music on the radio cutting out for the latest traffic reports about a traffic jam I am already sitting in, the worst thing about this journey is that I only live 4 miles from work! But – I arrive home safe to find on the door mat - no not the IAM Magazine but the East Kent Group newsletter. This is what its all about, refreshing news from my fellow professional sufferers on the roads of East Kent! I can change out of work clothes, have something nice to eat, and relax in the armchair and read my Newsletter in peace.

This would be the second time you are wrong! To stop the wingeing, moaning, being accused of being a grumpy old S#! I did not get to read the newsletter until I arrived at work the following day. By which time the IAM magazine had also arrived.

What is this bloke babbling on about I ask you say? – Simple – it's just an excuse to write to the Newsletter and thank them for my copy and how refreshing it is to read and to be kept up to date with the current goings on in the East Kent Group.

I know what you're thinking, what a waste of space in the newsletter, and I would tend to agree with you, so, get in front of that computer, or sit down with pen and paper and drop the newsletter your thoughts, I am sure Michelle would be only to pleased to sift through the hundreds of articles and produce another superb newsletter that keeps me going in this day and age of driving under great stress that we all do day in - day out - for a variety of reasons, and thank goodness we do! Otherwise I would be waiting for my copy of the Advanced Walker magazine!

Well done all, committee and Editor.

*Regards,
Cliff East*

Following the tremendous success of last years Basingstoke Group Motor Sport day at Thruxton, we are pleased to announce two further events for this year, both of which are open to a wider audience. These events are arranged at a reduced rate through a personal contact that works at Thruxton, but he tells us that this years events are likely to be the last (at a reduced rate), so don't miss out!

PRO-CARTS**Sunday 29th July 2007, 09:00-12:30**

These are professional carts equipped with powerful engines and capable of speeds in excess of 60mph!

Format of the event:

- 8 minute practice for everyone.
- 2 x 6 lap races for everyone.
- 6 lap final for everyone

Therefore you will get 18 laps PLUS the 8 minute practice.

This event includes a buffet lunch.

PRICE £60.00. A £20.00 deposit required to hold your place, with balance due by 30th June 2007.

*More details about the carting here
[http://www.thruxtonkarting.co.uk/
index_new.html](http://www.thruxtonkarting.co.uk/index_new.html)*

MOTOR SPORT DAY**Saturday 20th October 2007,**

Format of the event:

- 3 laps instruction in a Mazda MX5.
- 3 laps in a Porsche Cayman.
- 4 laps in Ferrari 355.
- 5 laps in a Formula Renault (single seater racing car).
- 1 fast lap in a Mazda RX8, driven by an instructor.

We were hoping to get some laps in the Aston Martin Vantage, but that car is fully booked all year!

PRICE £215.00. A £75.00 deposit required to hold your place, with balance due by 19th September 2007.

*More details about the motor sport day
here [http://www.thruxtonracing.co.uk/
courses.html](http://www.thruxtonracing.co.uk/courses.html)*

Both of these events are offered at significant discounts to the standard list price and they are open to members and non-members of the IAM, so everyone is welcome.

Any questions or to book your place, please contact Bob Swift on 02380 694405 or 07773 082079. Please post cheques made payable to Mr R Swift, Laburnum, Botley Road, Horton Heath, Eastleigh, Hants, SO50 7DN.

Use your horn to warn

When was the last time you sounded your horn? Many drivers rarely sound their horn at all, because they feel that it can be interpreted as being aggressive. The danger of this is that if an emergency were to occur, they may have difficulty actually finding it. On the other hand, some drivers seldom go through the day without sounding theirs.

Typical reasons drivers have for sounding the horn include, reminding the driver in front that the traffic lights have now changed to green and they should get moving or to blast someone for pulling out in front of them. In other words, for correcting another drivers mistakes.

In fact, the whole purpose of the horn is to warn other road users of your presence. They may not have noticed you or simply cannot see you. Either way, this represents a risk. In the example above, where a driver pulls out in front of you, the horn should be sounded before the other driver pulls out (so that you can prevent it) rather than after they have pull out (as a rebuke).

Ideally you should consider sounding your horn on approach to any hazard. This does not mean of course that you actually have to use it each time, just consider it. Generally speaking, the best time to sound your horn is after you have already adjusted your position and speed for the hazard. At this point the horn serves as a warning instrument when you have already minimised the risk (you still have other options available to you if necessary). This is preferable to sounding your horn and hoping the other driver reacts correctly. If they don't, you may not have enough time or space to stop. Sometimes children, the

elderly or those with a hearing disability may not hear you at all.

You should adjust the length of the horn note to suit the particular circumstances at the time. As a general rule, the closer you are to the hazard, the shorter the note to be used because you don't want to startle someone. On the other hand, if you are well back from the hazard or if there is less chance of the horn being heard because of background noise or at higher speeds, a longer note could be considered. In situations where you are not able to see other road users such on approach to blind bends or hump back bridges, a long horn note may be appropriate.

Either way, the overall principle is that the other road user should have time to hear the horn, recognise the risk and have time to react. Use your horn as you would your own voice and you won't go too far wrong.

IAM Website - <http://www.iam.org.uk>

Ten ways to save the planet (and your fuel bill)

With global warming now high on everybody's agenda, there has never been a better time to think about eco-driving.

Regardless of the vehicle you are driving, there are techniques you can use to save fuel and to minimise your impact on the environment. These techniques have been part of the advanced driving process, delivering eco-benefits through fuel efficiencies since the IAM was established in 1956.

Ask yourself: "Do I really need to drive?"

It's the shortest journeys - less than two miles – which cause the most pollution and are inefficient in terms of fuel consumption. A straining cold engine will produce 60 per cent more pollution than a warm one. Yet it's these shorter journeys that are ideal for walking or cycling.

Plan your route. A bit of forethought can save much wear and tear - for the car, and the driver. Try to take the most direct route and go off peak if possible. Sitting in congestion means you are often doing zero miles per gallon. If you have to commute by car, think about car sharing, Park and Ride schemes or public transport.

Have your vehicle serviced regularly.

This helps maintain efficient running and good economy. Inefficient, under-serviced engines can reduce fuel economy by ten per cent or more. Catalytic converters are environmentally friendly - but only if they are properly maintained.

Check your tyres. Correct tyre pressures will keep wear down and fuel economy up. Under-inflated tyres need replacing more often (itself an environmental problem) as well as being dangerous. Anybody who has cycled on under-inflated tyres will appreciate how much extra effort is involved! Make a point of checking them at least once a week.

Obey the speed limits. Try to "feather" the throttle as you reach your cruising speed. Doing 56mph uses 25 per cent less fuel than 70mph and a smoother driving style can bring significant fuel saving. But never coast to save fuel; vehicle control must not be compromised.

Reduce the drag factor by removing roof racks and carriers when not in use.

Driving with the window open also increases drag and lowers fuel economy. Remove unnecessary boot luggage, avoid heavy accessories and wide tyres that add rolling resistance. Air conditioning lowers fuel economy so use the vent settings as much as possible instead.

Buy green fuel - and use less of it. If you get stuck in traffic, switch off the engine. Find out if you can buy low sulphur diesel (City diesel) or cleaner petrol (low sulphur/aromatics) locally.

Use "accelerator" sense. Do you go straight from the accelerator to the brake?

You would save fuel if you planned ahead, and rather than have to brake as you hit traffic, gently let the speed of the vehicle bring you to a halt as you join a queue. There is no point in rushing and then having to brake to come to a sudden halt.

Reverse in when you park. When you start off again, the engine will be cold and at its most fuel inefficient. If you can drive smoothly away without having to reverse when the engine is cold, not only will you save fuel you will also have better visibility.

Be a tank miser. Why fill the tank up to the very brim? If you do so, you may be carrying around additional fuel, which in turn means that you have more weight on board than is necessary. That extra weight will itself reduce fuel efficiency.

IAM Website - <http://www.iam.org.uk>

More Pressure Needed on Tyres, and an end to 'free air' soon - IAM Trust

Nearly two-thirds of Britain's motorists use filling station air pumps to inflate their tyres – and they could be putting lives at risk, a Tyre Gauge survey for the IAM Motoring Trust has revealed.

“The danger is that the drive to the filling station increases tyre pressure significantly,” says Tim Shallcross, the IAM Trust's Head of Technical Policy and Advice. “This means that, although the pressure gauge may be accurate, tyres can be under-inflated by between 12 and 15 per cent. The survey shows that two thirds of motorists inflate their tyres at garages, therefore vehicle and tyre manufacturers should consider changing their recommended settings to ‘warm’ pressure levels.”

The downsides of under-inflated tyres:

- tyres run at a higher temperatures than they are designed for, especially at high speeds; overheating is a common cause of high-speed ‘blow outs’.
- road grip and handling are adversely affected
- fuel consumption increases; remember the link between pounds per square inch (psi) and pounds per mile travelled
- CO2 emissions rise
- tyres wear out faster

“For all these reasons drivers should check the tyre pressure weekly,” says Shallcross. “However, the survey shows that we're not checking tyres frequently enough, with just 18 per cent of men and 4 per cent of women drivers doing so weekly.”

The era of ‘free air’ at garages appears to be ending. However, charging for air does seem to be improving pressure gauge accuracy. The IAM Trust survey shows more than 80 per cent of air lines to be accurate within 5 per cent or 2psi, a significant improvement on the 2005 check, which found 50 per cent of gauges to be inaccurate. The new survey also shows that 71 per cent of drivers would be willing swap pounds sterling for pounds per square inch, to ensure accuracy and well-maintained air lines.

Most motorists feel that 20p or 50p is a reasonable price to pay for reliable, accurate and clean airlines at a garage. However, if the price were to be £1, just one in eight men would be prepared to pay but almost a third of women think it a reasonable charge.

Until manufacturers provide more useful information, the IAM Trust's advice is to buy a low-cost digital gauge and a 12-volt air pump, either separately or as one unit, and set the tyre pressures when they are cold, before the car is driven. In spite of improving accuracy, motorists just can't rely on using filling station equipment to maintain accurate, safe and fuel-efficient tyre pressures.

IAM Website - <http://www.iam.org.uk>

Birds of Prey - Anagrams

1. VAULT BUCKLER (5,7)
2. LEAD BAGEL (4,5)
3. HOW ARK WARPS
4. LET GARRETS REEK (7,7)
5. CARTERS RIDE BY (9,4)
6. GO DANGLE EEL (6,5)
7. UP TEEN VULGARITY (8,7)
8. FREELANCE ROPING (9,6)
9. WOOL THREADERS (5,5,3)
10. LEGATE PEEPS (6,5)

About Us**How can the Group help me?**

The Group offers observed runs to Associates on a one-to-one basis in their own cars. Your driving skills and attitude to all aspects of motoring and road use will be closely monitored by an Observer (a full Group member who has already passed the advanced driving test). Your Observer (who is a volunteer) will give you practical guidance, constructive advice, and support to help you to pass the advanced test.

How much does it cost?

The Skill for Life package which includes Associate Group Membership, the IAM Book "Pass Your Advanced Driving Test", the Advanced Test and the first year's membership of the IAM when you pass, costs just £85. As an Associate member, you will benefit from the Group's activities and have as many observed runs as you need to attain the IAM Test standard, (there is no additional charge for the observed runs). Associate membership is given on the understanding that you will apply for the advanced test within the first 12 months after joining the Group.

How does the Group Operate?

The dates, times, and meeting places for your observed runs are arranged directly with your Observer. The Group itself meets socially at 7:30 p.m. on the second Thursday of each month at the Littlebourne War Memorial Hall, (4 miles east of Canterbury on the A257), OS Grid Reference TR208575.

How do I join the Group?

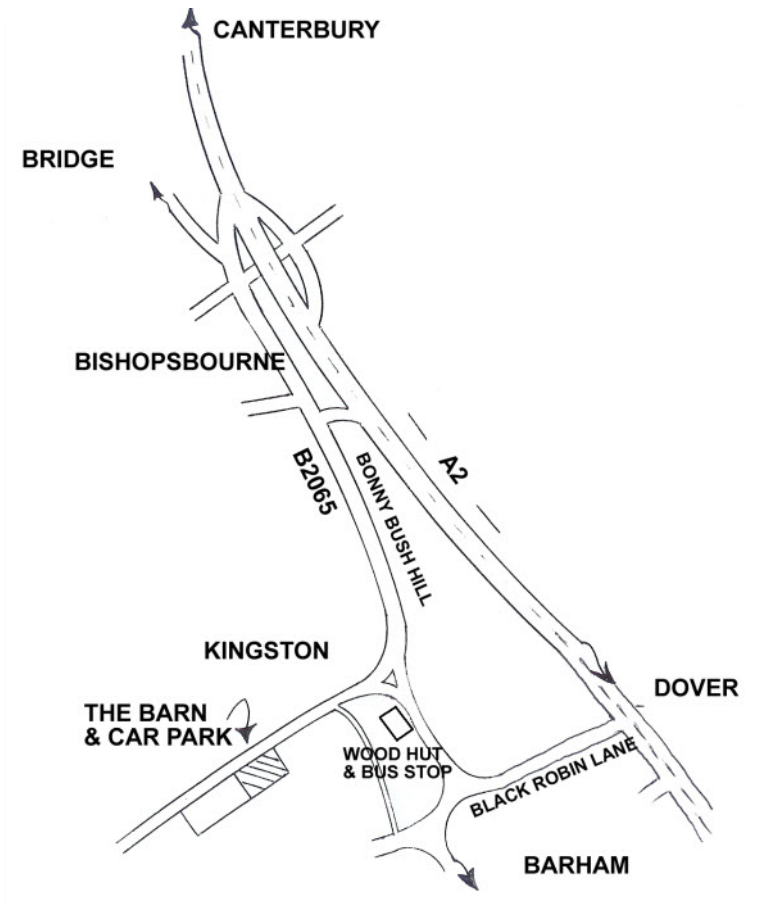
If you contact Mrs Vanessa Norley, 01304 215168, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

The sessions are run the first Sunday of every month, from 10 am – 12 noon.

PLEASE NOTE: There is no session in January.

To find 'The Barn', Kingston:

- Leave the A2 – Canterbury to Dover Road – at the junction signposted “Bishopsbourne Kingston and Barham”.
- Take the B2065 signposted “Kingston, Barham and Elham”.
- At the bottom of “Bonny Bush Hill” turn right by the bus shelter into “The Street”.
- Pass “Church Lane” on the left and The Barn and adjoining car park are within 200m on the left.



New Associates since the last update

Andrew Nicholas
 David King
 George Don
 Dale Goodrum
 Maria Burch
 Janet Dixon
 Robert Kennedy
 Caroline Tracey

Events Data

Littlebourne War Memorial Hall
 - Second Thursday - 19.30pm

14 June - Manoeuvring Evening, Hersden

12 July - Audrey Wind discussing WW2 Code-breaking and her Enigma machine.

9 August and 13 September - TBC

11 October - AGM with guest speaker Stephen Horton, Speed Awareness Course 'Co-ordinator'

Test Passes

Period:

21.10.06 - 20.01.07

Associate	Date	Observer
Trevor Cobb	11.02.07	Alan Norman
Peter Glenn	17.02.07	Richard Hazell
Tina Brown	17.02.07	Ted Willey
Jackie Gray	22.02.07	Richard Blackford
Peter Maxted	24.02.07	Philip Plant
Laurence Dunderdale	10.03.07	Nigel Cooke
Geoff Ward	14.04.07	John Nye
Kieran Chakravorty	21.04.07	Ron Sims

If you haven't been mentioned in the Test Passes and you think you should be, please contact Elizabeth. Thank you.

Final Copy Date for September Submission - 9 August 2007

Any views contained within this publication are not necessarily the views of the Editor, EKG or the IAM. The Editor claims no liability for correctness of information, printing or typesetting errors.

Answers: 1. BLACK VULTURE, 2. BALD EAGLE, 3. SPARROWHAWK, 4. GREATER KESTREL, 5. SECRETARY BIRD, 6. GOLDEN EAGLE, 7. EGYPTIAN VULTURE, 8. PEREGRINE FALCON, 9. SHORTEARED OWL, 10. STEPPE EAGLE