

EAST KENT GROUP

Newsletter September 2009

IAM

DRIVING ROAD SAFETY



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Ian Martin	COMMITTEE MEMBER	
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Peter Denham	COMMITTEE MEMBER (co-opted Jan 2009)	
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Keith Watson	COMMITTEE MEMBER (co-opted Jan 2009)	
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Michelle Stone	EDITOR (ex-officio)	
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Richard Meadows	PUBLICITY (ex-officio)	
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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.

Apologies for the late arrival of this newsletter. The timing of the bank holiday this year meant we were away later, and although I took the laptop with me, full of good intentions to complete the newsletter while away, I found that most evenings I was struggling to keep my eyes open past 9 o'clock after keeping the boys amused all day. It was a terrible chore - vertical drop slides 2 storey's high, jumping pillows, go karts, bumper cars. Just trying to keep up with my 2 nephews is far more exhausting than any gym class!!

We were, as ever, in Devon which is currently suffering a complete Summer bypass and enduring gale force winds and rain. The first 2 nights we were camping and, as I lay on the floor on my punctured air bed, spent the whole night waiting for the tent to fly away/fall down or generally suffer some form of destruction.

Things improved accommodation-wise once we gained entry to the spiffy new caravan, but unfortunately the weather - not so much. We were down for this year's Legendary Grand Tour, and since Mini Jock is sporting a fantastic new water feature in the general area of the entire dashboard area, and is awaiting significant repairs/work, thought I would marshall the event on my motorbike this year. And it was absolutely brilliant. I got wet, my hands turned blue from the dye in my gloves (summer gloves which were clearly a mistake in Devon - I even put the winter lining back in my gear!), and I couldn't stop grinning. While it is amazing to take part in the event as a mini driver, to play with the minis on your bike is even better. You get to see the entire run of 300 minis go past, while you explain to various motorists that there will just be a couple of minis passing by and it'll only take a few minutes..... And then you try to avoid any further eye

contact... Once the last car has gone by, you saddle up and work your way back to the front, filtering past all these fantastic little cars that know you are there and keep to the left to allow you past to your next marshalling spot. And then you do it all over again. And the grin gets bigger.

The most humbling moment of the entire weekend is when we take all 300 minis and motorbikes into the Hospice, where the children and their families are waiting for us. We drive in, around their roundabout the wrong way and drive out again, usually in tears. This year one of the children went up to one of the bikers, who was dressed as a cow, and just threw his arms round him, and literally brought him to his knees.

I know I go on about the mini incessantly, but it's for a very good reason. This year Mum and I raised over £1,000 for Demelza House Children's Hospice, and will be taking the cheque out tomorrow. And at the last reckoning the Grand Tour total was £26,000 and rising for the Children's Hospice South West. Just seeing the reaction of those children waiting to see all the minis makes it more than worthwhile.

If any bikers out there are interested in helping to marshall next year check out <http://www.smallcarsbighearts.co.uk> or contact terry@smallcarsbighearts.co.uk. If you love riding your bike you will love this event!

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

I went up in a helicopter a few months ago. Cruised at about fifteen hundred feet. Great time looking down on everything and (almost) everyone. Even though it was slightly hazy I could see between five and twenty-five miles. As I write, sitting in the (stationary!) car, looking over the English Channel from near the Coastguard Station, maybe two or three hundred feet above sea level, I can see the shipping at about ten miles. I peer to the left. The road is fairly straight and level, my eyes are just below fence-top height (who'd have a Lotus!), and the verges are overgrown. So, how far can I see? About a hundred yards. From the same position, in my mate's Discovery, it is about double that. So it helps to be high, as it were. I love rural and semi-rural roads, they twist and turn, duck and dive, with changing surfaces and cambers, giving me a good opportunity to improve my modest skills. Why am I sitting in the car and writing? Time for some more driving...
...that's better! Time for some more writing...

And another thing, when I'm, er, Making Progress, Officer, along aforementioned roads with aforementioned characteristics, I drive within the distance I can see to be clear, which, from fence-top height, can be somewhat curtailed. It does not take much "up and down" to slow me down. Blind summits are fairly well signposted, but for me, at door-handle height, nearly every summit is a blind summit. Even if the road is level, assessing the surface is more difficult. Look along a flat road from a crouching position, what can you see? In a word: less. Surface deterioration is more difficult to assess, as are puddles, white lines, and road debris, tightness of bends, and distance generally.

That's not all. Speed humps (Safety humps?) suddenly look very high, and I attack them at near walking pace with one

set of wheels only (left or right, not front or back!) to avoid a horrible scraping noise. The ones that go right across the carriageway have to be approached obliquely, again at a slow pace. The relevance to road safety escapes me. And another thing, What shape are roundabouts? Well, they're round, are they not? Yes, but what shape is the middle bit? Often domed, often high enough to lessen my view across it. It is also difficult to look left and right through the windows of other vehicles, or see brake-lights two or three or four vehicles ahead, but I can look under HGV's! So, there I am, end of the day, it's getting dark, driving along, car coming towards me with main beam on, or so it looks to me, because I am so low down. Likewise 4x4 headlights in my rear-view mirror look as if they are on main beam, even when they are not.

So, spare a thought for the poor Lotus Driver. That grimace on his (or her) face is just sheer frustration. After all, it has just taken ten minutes to take the roof off, and will take twenty to put back on again in the pouring rain, by which time the driver's seat will resemble an MP's duckpond. Either that or earache from the noise. Not the radio, no chance of hearing that! Who'd have a Lotus?

To matters less frivolous. Vanessa has been secretarizing away very ably and efficiently for about four years, but will be unable to continue due to change of circumstances. So, if you feel it may be for you, and you have an internet connection and fancy some more hands-on involvement with the Group, then please get in touch. This is also the end of my year of Chairmanship. There may be others who would like to stand up and make a fool of themselves once a month at our social meetings, and perform some other not very

onerous tasks, and steer the Group in maybe a different direction, then now's your chance.

*Drive carefully,
Nigel.*

Secretary's Corner September 2009

I really hadn't anticipated having to stand down as Group Secretary after only 3 years but, due to a change in personal circumstances, I have to do just that. So –

WANTED – A NEW GROUP SECRETARY!!

I hope there is someone out there who would like to take on this role. If you would like to know what is involved, please contact me either by telephone 01304 215168 or by email secekgiam@hotmail.com when I can give you the relevant details. I hope to remain on the Committee (assuming that there is someone who will propose my re-election in October!) so will never be very far away if needed and also still able to help out where I can.

Vanessa

Keep up to date!

If you would like to be kept up to date with arrangements for our monthly Social meetings, or indeed receive any information that may be of interest to you, why not send an e-mail to [events @ eastkentiam.org.uk](mailto:events@eastkentiam.org.uk). I will add your e-mail address to a list and send you a message with the relevant details.

Vanessa

ANNUAL GENERAL MEETING 2009

NOTICE IS HEREBY GIVEN by order of the Group Committee that the 32nd Annual General Meeting of the East Kent Group of Advanced Motorists will be held at 7.45pm on Thursday 8th October 2009 in the Lounge of the Littlebourne War Memorial Hall, Littlebourne to enable the Trustees of the Group (Registered Charity No 1049659) to present their Annual Report and Accounts for the year ended 31st May 2009 for approval by the Group Full Members and to conduct an election.

Secretary: Vanessa Norley
Address: 2 Barn Tye Close
Guston
Dover
CT15 5ND

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members (ie current Full Members of both the IAM and of the Group) may vote. A member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Group Full Member.

MINUTES of the Annual General Meeting held in the Lounge of Littlebourne War Memorial Hall, Littlebourne, Kent on Thursday, 9th October, 2008 at 7.45 p.m.

PRESENT: At least 26 although not all signed the Register. Our Chairman, Nigel Cooke welcomed all Guests, Members and Friends.

1. APOLOGIES FOR ABSENCE: John and Sheila Redwood, Mid Kent Group, Trevor Dickenson, Doris Hughes, Patricia Papa, Roger and Suzy Gale, Helen McNeil, Nick Williams, Ted Willey, Martin Male and Barrie Beeching.
2. MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 11th OCTOBER 2007:- Proposed by Elizabeth Cooper and seconded by Carol Stone, it was resolved that these be approved as a correct record.
3. MATTERS ARISING FROM THE MINUTES: - There were no matters arising.
4. ANNUAL REPORT OF THE GROUP CHAIRMAN: Nigel gave his report – (see the December 2008 Newsletter).
5. TREASURER'S REPORT AND ADOPTION OF ACCOUNTS: - Following clarification of items written off (out of date videos and books), these were approved, proposed by Tony Ansell, seconded by Richard Hazell.
6. REPORT OF THE CHIEF OBSERVER: – Richard gave his report – (see the December 2008 Newsletter). Elizabeth Cooper, Associate Co-ordinator and Committee Member, also gave a report – (see the December 2008 Newsletter).
7. ELECTION OF THE GROUP COMMITTEE FOR THE ENSUING YEAR:
The following have signified their willingness to continue to serve as members of the Group Committee for the ensuing year: - Jane Clarke, Nigel Cooke, Elizabeth Cooper, Alan Hollands, Ian Martin, Vanessa Norley and Neil Oliver. It was agreed to take the aforementioned en bloc and they were duly elected, proposed by Carol Stone, seconded by Tony Ansell.
8. ELECTION OF OFFICERS OF THE GROUP COMMITTEE:
As no nomination had been forthcoming for Chairman, Nigel offered to stand for a further 12 months. The following were elected:-
Chairman: Nigel Cooke - Proposed by Richard Hazell, seconded by Elizabeth Cooper
Group Secretary: Vanessa Norley - Proposed by Elizabeth Cooper, seconded by Michelle Stone
Group Treasurer: Neil Oliver - Proposed by Richard Hazell, seconded by Fred Henniker
9. APPOINTMENT OF HONORARY AUDITOR: - Mr. Barrie Beeching has signified his willingness to continue as Hon. Auditor for the ensuing year. This was agreed, proposed by Vanessa Norley, seconded by Neil Oliver.
10. ANY OTHER BUSINESS: - There was no other business.

The meeting closed at 8.23pm. After a break for refreshments, Nigel introduced our guest speaker, Mr Geoff Pretty, IAM Regional Co-ordinator.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election.

Nigel Cooke Chairman

Not standing for re-election.

Vanessa Norley Secretary

Not standing for re-election.

Neil Oliver Treasurer

Offering to stand for re-election.

COMMITTEE MEMBERS

Committee Members retire annually and may offer themselves for re-election.

RETIRING AND STANDING FOR RE-ELECTION

Jane Clark Nigel Cooke

Elizabeth Cooper Vanessa Norley

Alan Hollands Ian Martin

CO-OPTED GROUP MEMBERS OFFERING THEMSELVES FOR ELECTION TO THE COMMITTEE

Peter Denham

Joe Rumble

Keith Watson

EX-OFFICIO

Richard Meadows - Publicity

Michelle Stone - Editor Newsletter/Web

Aha, so that's why we can't remember whatsisname

At last science can explain why we fail to recall names or spot what is in front of our eyes

It was one of life's little mortifying moments. I was at a friend's garden party and I spotted a former colleague I hadn't seen in years. I smiled, leant towards her with my hand out and said, "Anne?"

"Mary," she said flatly.

Ach! Of course it was Mary! How had I made such a gaffe? No doubt you've had the same experience — these slips are horribly common. The interesting question is: why?

Names don't mean much. This was demonstrated years ago when two British psychologists asked people to study fake biographies. Each biography contained basic information, such as a home town, the person's occupation and their hobbies. An example: "A well-known amateur photographer, Ann Collins lives near Bristol, where she works as a health visitor."

So what did the guinea pigs remember about the fake people? Jobs were remembered 69% of the time. A close second came hobbies, at 68%. Then came home towns, with 62%. Last were names. First names were recalled only 31% of the time and last names 30%. For some reason, it is easier to remember that someone is a baker than to remember that his surname is Baker.

The trouble is, names, in and of themselves, are arbitrary labels. Jim or Tim, Anne or Fran — there's no inherent meaning. Jobs, hobbies and places, on the

other hand, are often semantically richer — they mean something. Maybe you've been to Bristol, for instance, or fancy yourself a photographer. If so, those qualities will tend to stick in your memory. This is why the old trick of mnemonics can be helpful — associating a name with something more meaningful. If someone has a particularly prominent physical feature — a mole, say — and a name that begins with an M (Michael, Michelle), you link the memorable mole to the M, and you're on your way to recalling the full name. It's not foolproof, but it helps. Just don't slip up and say, "Moley Micky," aloud.

Meaning comes in many forms. Music has meaning — at least for most of us. Colour too (red means stop). And so does context. Researchers are finding we rely far more than we realise on context for our perception of the world. It is easier, for instance, to remember who someone is if we remember where we know them from. ("Oh, it's the chap from the pub.")

In fact, the context in which we view things is so overwhelming, it can blind us, as is demonstrated in a recent series of ads by Transport for London. The ads, which can be viewed at www.dothetest.co.uk, are designed to show how easy it is for motorists to overlook cyclists.

I won't spoil the fun for you by explaining them here, but after viewing them you will probably have a greater understanding of the visual errors we make — such as why the security checks at airports often fail to detect fake guns and bombs that auditors have sneaked into luggage. In one recent test, 60% of replica bomb materials and explosives hidden in carry-on items were not detected. In another test, screeners missed 75%.

"If you don't find it often, you often don't find it," says Jeremy M Wolfe, a professor of ophthalmology at Harvard medical school. In a recent experiment, Wolfe and his colleagues asked volunteers to look at thousands of images. Each image was set against a busy background filled with other images. The volunteers were then asked to report whether they saw a tool, such as a spanner or hammer.

When the tool was present a lot — which it was half the time — the volunteers did a great job of spotting it. They were wrong only 7% of the time. But when the tool was rarely present — say, in only one out of every 100 images — their error rate soared to 30%.

Why? Basically, they begin to see what they expect to see — in this case, nothing. As a result, they stop searching too soon. Wolfe argues that this is reasonable behaviour in the real world. "It would be dumb to spend vast amounts of time searching for things that weren't there," he says. Animals that did so would soon starve. Instead, the visual system has evolved to sacrifice some accuracy for speed, allowing us to sort through a huge number of images very quickly, even if we occasionally miss a few things we should catch.

So strong is this impulse that he believes we are bound — "perhaps even hardwired" — to make such mistakes. Unfortunately, in the artificial worlds that we create for airport screeners, the tendency could be a liability.

What can we do about it? One simple step: get more sleep. A study found that even moderate sleep deprivation could have the same hazardous effects as being drunk. Another good idea is to do less. In a study

of employees at an investment management company, researchers found that multitasking hindered the ability to concentrate. The researchers watched as workers went about daily tasks; they noted every time the workers switched from one activity to another — say, from reading an e-mail that popped up in their inbox to making a phone call to jotting something down on a Post-it note. They found that the workers were frequently interrupted — on average 20 times an hour — so could focus on a task for no more than about three minutes. This drove error rates up.

The most effective thing may be the simplest: make a checklist. Earlier this year, a leading medical journal examined what happened when checklists were used in hospitals. Researchers asked surgical teams to run through a basic 19-question checklist, including things such as asking the patient's name, before surgery. The death rate from surgical error plunged by a startling 47%.

If such lists strike you as terribly low-tech, cheer up. The Apple iPhone has plenty of applications that allow you to make a to-do list. My favourite (at least in name) is Remember the Milk. Unfortunately, I haven't found one called Remember the Name.

*Joseph Hallinan
Sent in by Caroline Tracey*

To Make You Smile

The importance of walking: Walking can add minutes to your life. This enables you at 85 years old to spend an additional 5 months in a nursing home at £7000 per month.

My grandpa started walking 5 miles a day when he was 60. Now he's 97 years old and we don't know where he is.

I like long walks, especially when they are taken by people who annoy me. The only reason I would take up walking is so that I could hear heavy breathing again.

I have to walk early in the morning, before my brain figures out what I'm doing.

I joined a health club last year, spent about 400 quid. Haven't lost a pound. Apparently you have to go there.

Every time I hear the dirty word 'exercise', I wash my mouth out with chocolate.

I do have flabby thighs, but fortunately my stomach covers them.

The advantage of exercising every day is so when you die, they'll say, "Well, she looks good doesn't she?"

If you are going to try cross-country skiing, start with a small country.

I know I got a lot of exercise the last few years; just getting over the hill. We all get heavier as we get older, because there's a lot more information in our heads. That's my story and I'm sticking to it.

AND

Every time I start thinking too much about how I look, I just find a Happy Hour and by the time I leave, I look just fine.

Sent in by Carol Stone

A PHYSICIST WRITES . . .

(June 2009)

If I put down some questions that are niggling me, perhaps they will go away...

In April, our editor [Thames Valley Group Newsletter] discussed the intrusive and distracting hatching to be seen on roads in increasing amounts against the left kerb, bordered by a solid line, before a junction or roundabout. Later, he and I tried to agree on whether or not driving over it is specifically forbidden. The Highway Code doesn't say, and even the really official Traffic Signs Regulations are not entirely clear.

I consulted Peter Rodger, Chief Examiner of the IAM, who advised me that it is an offence to drive on to any road marking with a solid white line around it. And anyway, surely the intention is that junction hatching should be forbidden territory, like solid-border hatching along the middle of the road. If so, then plainly most drivers are unaware of this or ignore it, because hatching near junctions wears away faster than any other road marking! Hence my question: if a particular stretch of hatching has largely disappeared, but you know where it was, does the legal prohibition remain?

[In fact, I've since been told by the Department for Transport that it's not an actual offence to cross hatching bordered by a solid line (hence this is not referred to in the Highway Code) — except when it lies between central double white lines, as these always keep their significance. But I still worry about worn-away road markings generally: how far are you legally obliged to obey your memory of them?]

When you arrive at a bend in the road that has reduced visibility around it, the recommendation is to move towards the outer edge of the curve (within your lane) in order to obtain the best view of what may lie ahead. But as the book *Pass Your Advanced Driving Test* says: "Avoid going too close to the verge — and tick yourself off if you feel your offside wheels touching the central cat's eyes." My problems in a nutshell! If I'm focusing on the tricky task of lining up the car just inside the outer curve of the lane, how can I possibly give the necessary attention to things in the distance?

Suppose now that you're on a major road or motorway, and approaching an entry slip-road. My feeling is that you need to be aware of whether it comes from a relatively minor road, or from one that's 'equal in status' to the one you're on (eg, another motorway linking to yours). Vehicles on this class of slip-road are more likely to be travelling at your speed or faster, and are less likely to give way to you. Therefore you ought to keep a sharper eye over your left shoulder, as you decide whether to move over to the next lane (if you can).

Here's the question: I often drive northward up the A3 towards Guildford. At Hog's Back, just round a bend, the A31 traffic joins the dual carriageway from the left — thick and fast, but invisible until the last moment! There's only a small sign to warn you of this slip-road, though I would guess that 98% of drivers on the A3 know it's coming. To me, the obvious thing to do is change lanes early every time (if I can). But why do I never observe anyone else doing the same here? Instead I see skilful interlacing of vehicles in the left-hand lane at high speed, plus some late swerving into the outer lane or else braking on the slip-road.

On motorways, you also have to be aware of approaching exits: we've all seen cars cut across from an outer lane at the last minute, aiming for the slip-road. The gap they find in the traffic is often so narrow that you would think they have only about a 50-50 chance of succeeding in getting through, on average. But this implies that half of such manoeuvres fail, with the drivers being forced to continue to the next exit. In which case, why do they take the risk of staying in the outer lane, at all?

The current format for number-plates has been in operation for eight years now. It has some 'good' points: a leading R indicates a car from the Reading area, and the two digits give the year of registration — at least they do for those vehicles registered from March to August. As for the others, in a few years time will you easily recognize '59' and '60' plates, say, as having been issued around 2010, before and after the '10' period?

But the most important bit of the registration, surely, is the three random letters: these offer many thousands of combinations for narrowing down the identification of a vehicle when necessary. Why then are the three letters placed at the end? How many people would think of trying to read an escaping number-plate from right to left?

A while ago I discussed the rule for driving in Spain if your eyesight needs assistance: you must carry a spare pair of spectacles in the car. This is a good thing to do anywhere, though I pointed out that you really need two spare pairs (in Spain) because otherwise, supposing you had broken your regular glasses, you still wouldn't be in a position to drive on — think about it! But here's a further thought: are

you exempt from having to carry spare specs if you are accompanied by a spare driver? I can see no logical reason why this should not be so, but I bet it isn't stated anywhere as an exception to the rule.

The majority of UK voters are vehicle-owners. How is it that they fail to form themselves into a unified and overwhelming voice against the imposition of ever-increasing taxes, penalties and physical restrictions on the use of vehicles?

Finally, a question that is niggling me no longer! Earlier in the year, you may remember, I asked whether the marker posts every 100 metres on the M25 get gradually out of step, between the two carriageways, because of their different circumferences.

Well, a highways consultant tells me that motorways and other roads are usually laid out by reference to a so-called 'master string line' along the central reservation (or down the middle of ordinary roads). This includes the distance markers — hence they do stay lined up, as they march around the M25. OK then: how big (initially) was the rolling ball of 120 miles of master string? **

*Peter Soul
Thames Valley Group
of Advanced Motorists*

**Not much more than a metre across, is my estimate (but of course I'm joking: probably the string came in 100 m lengths).

New Chairman wants IAM to take the lead on driver and rider safety

27 August 2009

Alistair Cheyne OBE, a former Deputy Managing Director of the AA, has taken over as Chairman of the IAM (Institute of Advanced Motorists). Previously IAM Vice Chairman, Alistair, 65, succeeds David Kenworthy.

On taking up his new role, Alistair said: "There is no greater contribution to road safety than helping drivers and motorbike riders to maintain and develop their road skills. And no one has a better claim than the IAM to lead the campaign for 'safer driving and riding'.

"We have an unmatched, UK-wide pool of advanced driving groups, a respected policy and research operation and a revitalised commercial arm, providing occupational driver training to industry. They form a unique combination capable of making an outstanding and practical contribution to road safety. I see it as my job to ensure that they do just that."

Alistair hails originally from Aberdeen and now lives in Hampshire. He enjoyed a long and successful career with the AA, where he worked his way up from office boy to Deputy Managing Director.

He had substantial experience of administration both operational and commercial at the AA, as well as the core business, Roadside Services in which he made his greatest contribution. During his time, the AA saw a steep rise in membership, as well as in member and staff satisfaction.

Alistair Cheyne is an Honorary Life Governor of BEN, the motor trade charity,

and he is active in the Rotary Club. He was awarded an OBE in 1997 for services to motoring.

Supporting Alistair are two new IAM Vice Chairmen:

David Jamieson is a former Road Safety Minister with many years' road safety policy experience. During his time as a Government Minister, David saw through legislation to make driving with handheld phone an endorsable offence, and the introduction of the Highways Agency Traffic Officers (HATOs).

Colin Skeen trained originally as a barrister but spent much of his career at the AA, where he was Managing Director of member services and a member of the AA Committee, the AA's governing body.

Focus on motorists to boost cycling, says the IAM

26 August 2009

Motorists who cycle hold the key to less congestion, better health and less pollution, says the IAM (Institute of Advanced Motorists). Its new study, Cycling Motorists, published today, identifies the enormous potential for many more motorists to take up cycling either for leisure or to replace some car journeys.

Neil Greig, the IAM's director of Policy and Research said: "Millions of motorists are already taking to the roads on two wheels. The IAM study identifies the huge potential for getting them to cycle more, and for getting motorists who know how to ride to take up cycling again. Getting more motorists riding instead of driving for some journeys or simply for leisure could give cycling its biggest boost."

Cycling Motorists reveals that around half of all motorists own a bike; two in five of them cycle regularly, and half ride their bikes very occasionally. It also shows that twice as many men as women motorists ride regularly, but among motorist who don't cycle, women are twice as likely to take it up again.

Nearly all motorists who cycle cite exercise, fun, as well as environmental and money-saving benefits as top reasons for switching to pedal power. What deters them are inconsiderate drivers, heavy traffic, lorries, the poor state of some roads and risk of an accident. However, despite an apparent concern about safety, the report found that only half of cycling motorists ride wearing a helmet and one third wear no protective/high visibility clothing at all. However, both cycling and non-cycling motorists agree that the experience of cycling makes drivers more careful.

Mr Greig added: "Britain's garages, backyards and gardens contain a mountain of bikes just waiting to be ridden. No single initiative will get more motorists to use them. But Cycling Motorists provides powerful evidence for focusing campaigns to promote more cycling by the motorists who already cycle, as well as those who may need just a little push to get them riding again. The IAM will be campaigning for them to do so confidently and safely."

Key findings from Cycling Motorists:

More than 14 million motorists own a bike; five million of them cycle regularly, and seven million ride occasionally; almost half a million non-cycling motorists who own a bike might take up cycling again

A fifth of cycling motorists travel to work by bike; a quarter of those do so daily or on most days

Exercise, fun, the environment and 'saving money' top the list of motivations for motorists to ride rather than drive

Bad weather, time pressures and darkness are significant factors in deciding not to ride in considerate drivers, busy roads, lorries and the poor state of some roads top the list of concerns of cycling motorists. More cycle lanes, better weather, safer roads and less traffic top the wish list of cycling motorists;

Both cycling and non-cycling motorists agree that experience of cycling makes drivers more careful

Most regular cycling motorists say their employers encourage them to cycle to work, and most perceive no ill-feeling or ridicule from colleagues because they do so

Non-cycling motorists cite being too old, preferring to drive, 'too dangerous' and lack of fitness as reasons for not cycling. Exercise, loss of the car and more cycle lanes would be most likely to motivate them to start cycling.

More than three-quarters of non-cycling motorists say they do not anticipate riding again

Non-cycling motorists in social groups C1 and C2 are more likely to take up cycling again, as are drivers under 25 and those in the South-east; drivers in Scotland are the least likely to switch to two wheels

Among cycling motorists, twice as many men as women ride regularly but, of the non-cycling motorists, women are twice as likely to take to two wheels again

DRIVING ME CRAZY - CAR TRIVIA

In 1910, magician Harry Houdini was the first solo pilot to fly a plane in Australia. He taught himself to drive an automobile just so he could drive out to the airfield- and he never drove again!

In 1994, new cars put out cleaner air than they took in in LA, due to the high concentration of Co2 in the air and ability of cars to burn the Air.

If you are in an automobile when lightning strikes, you are generally safe. This is due to the Faraday effect in which the electricity disappates over the area of the car. There would be a potential difference(Pd or V(volts)) between different points across the area of say the roof for example. This effect causes circles of electricity over the 'cage' of the car.

35 MPH is the average speed most cars travel on interstate highways during peak morning and afternoon rush.

Women spend more than \$65 million on new cars and trucks, influence 80 percent of all new-car purchases, and bought 60 percent of new cars in 2000.

160 cars can drive side by side on the Monumental Axis in Brazil, the world's widest road.

<http://www.comedy-zone.net/triviazone/history/page4.htm>

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 "Advanced Driving - The Essential Guide", the Advanced Test and the first year's membership of the IAM when you pass, costs just £99. 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 War Memorial Hall, 58 High Street, Littlebourne, Nr. Canterbury, Kent. CT3 1ST.

How do I join the Group?

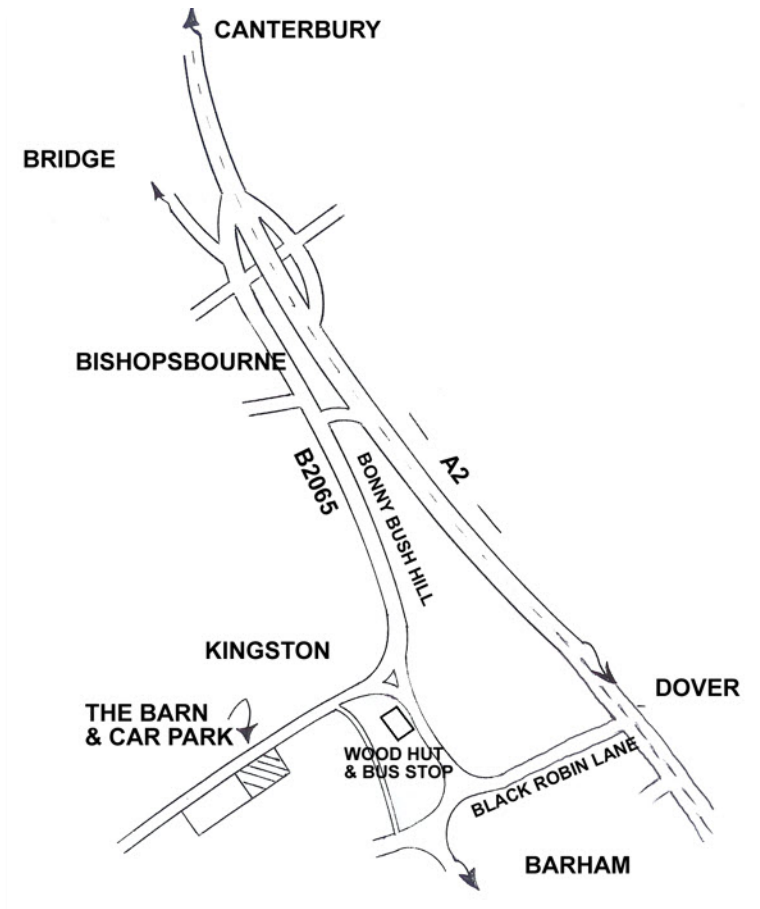
If you contact Mrs Vanessa Norley, 01304 215168, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

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

Yashar Makhzani
 Peggy Harbidge
 Neil Obbard
 Edward England
 Nigel Slater
 Amy Cutter
 Han Dunsterville

New Member

Gary Colvin

Events Data

Littlebourne War Memorial Hall
 - Second Thursday - 19.30pm

10th September - Steve Hyde – Building the Channel Tunnel Terminal Bridges

8th October - AGM – Kent and Medway Safety Camera Partnership

12th November - St John's Ambulance

10th December - Professor Cyril Isenberg – A Journey Through the Solar System

Test Passes

Period:

16.05.08 - 11.07.08

Associate	Date	Observer
Nicholas Ciccone	15.05.2009	Nigel Cooke
Matthew Lippiatt	21.06.2009	Stephen Green
Jerry Blenford	03.07.2009	Richard Hazell
Simon Ferrar	06.07.2009	Vanessa Norley
Martin Bellis	28.07.2009	Alan Hollands
Leslie Slater	28.07.2009	Ian Martin
Michael Stace	20.08.2009	Ted Willey
Graham Joiner	28.08.2009	Trevor Cobb

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 December Submission - 12th November 2009

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.