



Driveway

Issue: 184, December 2016

Contents

From The Chair	1
Better Driving, Pt 5.	2
No Hard Shoulder?	3
A Physicist Writes . . .	4
The MPG Marathon	5
Mobile Phones	6
Retro Fords Gather in Dagenham	6
New Members	8
Test Passes	8

From The Chair

There is plenty of activity and change in KAM to tell you about.

I am delighted to be able to announce that T/Chief Inspector Edd Williams has agreed to become KAM President. Edd works for West Mercia Police, based at Kidderminster.

The KAM website is almost complete and should be live by the end of the year – it's looking good and you'll be informed by email when it goes live so that you take a look around it for yourselves.

In a few months it will be time for our Annual General Meeting. I mention it now as neither Chris Lacey nor I will be standing again. That leaves the positions of Chairman and Secretary vacant and two reasonably willing volunteers will be needed to take on those roles. If you are prepared to put your head above the parapet now, we will ensure you are invited to future committee meetings so that you can see exactly what goes on and who does what" before you make any commitment to stand for election.

Before then we will have another date with the team at Throckmorton for some skidpan and collision avoidance driving. It will be on a Saturday morning although the date has yet to be confirmed but if you are interested, please let Bob Fox know as soon as possible. To make it viable, we need nine participants. The cost will be £80.00 per head.

Observers have been busy with Associates – we have retained our 100% test pass rate, and several Group members have attended group meetings at Redditch and Worcester and the IAM RoadSmart Central England and West Wales Forum.

The season of goodwill is upon us again but please remember that 'tis safer to drink and be driven – and look out for others who may not share our view and think that it is ok to mix the two!



I take this opportunity to wish you all a very merry Christmas and happy New Year and look forward to seeing you again in 2017.

Andrea.

Charity No: 1098808

The Newsletter of Kidderminster Advanced Motorists

Group Contact: 07050 691252 & www.k-a-m.org.uk

Better Driving, Pt 5.

Manoeuvring, Stability and Signals

Manoeuvring at low speed looks easy but isn't. Low speed collisions when reversing are a common occurrence and often lead to considerable expense for repairs. Always do the following:

- Avoid reversing if possible.
- Manoeuvre at a slow walking speed.
- Avoid turning in narrow confines.
- Consider using junctions in which to turn.

Use The System of car control to plan and execute manoeuvres just as when on the open road. In a really tight space get out and look for yourself or make use of someone to act as a guide.

Plan how you will execute the manoeuvre. Maintain good all round observation using a combination of mirrors and direct vision.

Hold the wheel and use the "pull-push" technique or alternatively use a reversing hold, with your right hand at the top of the wheel and your left either low down or if it helps, with your left arm across the seat back to enable you to look over your shoulders as well as in the mirrors. Avoid leaving your arm(s) across the steering wheel. In the event of a collision the air-bag may deploy. Air-bags open at a speed of around 200mph and will cause you at best to smack yourself hard in the face or head and/or fracture your nose and/or arm, break your spectacles etc.

When parking, remember that the vehicle is more maneuverable in reverse, (and spaces are easier to leave in forward gear), unless practical considerations dictate otherwise. If on a hill, consider leaving the vehicle in a low gear with the front wheels slightly turned towards the kerb.

Stability is at the heart of vehicle control and is at its greatest when traveling at a constant speed in a straight line. Accelerating, steering and braking all alter the vehicle's balance by redistributing the weight unevenly on the tyres and thus reducing stability. For maximum grip, tyre treads and pressures must be set in accordance with manufacturers specifications and checked regularly.

Modern cars are fitted with a variety of electronic aids to increase stability and it is vital that drivers understand the system(s) active on their vehicle by reading the vehicle manual. However, these systems cannot overcome the laws of physics and

must not therefore be considered as an excuse for illiberal driving.

Excessive acceleration or braking and coarse steering result in the vehicle weight being transferred to the rear or front wheels and if this occurs whilst cornering, more weight is transferred to an already overloaded rear or front wheel on the outside of the bend, leading to vehicle imbalance and high risk of a skid.

Excessive speed into a bend may result in understeer or oversteer. Understeer is the tendency, (particularly of front wheel drive vehicles), to run wide of the intended track. Oversteer is when the rear slips out, causing the vehicle to run tighter than the intended track.

Understanding stability enables us to link our observation and anticipation skills to utilize gentle acceleration and gentle braking whilst traveling in a straight line, as a corner or hazard is approached. This leaves the maximum tyre grip, "tyre/grip trade off", available for steering and minimises the risk of skidding. With the vehicle speed set correctly for the corner using the limit point of view, gentle acceleration matching the drag caused by steering, enables that speed to be maintained through the bend.

Signaling, in conjunction with vehicle positioning is an important part of driving. Information should be taken, used and given (TUG). The range of signals includes indicators, hazard warning lights, brake lights, headlights, vehicle position, horn, arm and hand (for courtesy). Additionally eye contact with other road users and a ready smile help to make driving pleasanter.

Signals taken from other road users should be carefully interpreted before committing to a particular course of action and it is advisable to look for supporting evidence of their signal, e.g. slowing down, front wheel position, the driver's head position etc.

Do not use the horn or flash the headlights for any purpose other than to inform others of your presence. If giving way to others where you have priority, e.g. at a T junction, hold your position back and establish eye contact to allow the other road user to interpret your signals and make their own decision regarding the safety of proceeding.

Continued on page 3

Continued from page 2

Only use a signal when another road user may benefit from it but if in doubt and particularly at night, signal anyway.

“Mirror, Signal, Manoeuvre” – ensure you commence signaling before braking or changing direction. When changing lanes on a multi-lane carriageway, don’t forget to do a shoulder check of your blind spot and allow at least three flashes of your indicator prior to commencing the manoeuvre. Always ensure that the indicator is cancelled as soon as the manoeuvre is completed. When undertaking more than one consecutive manoeuvre, cancel your indicator between each one so that any doubt about your intentions is minimised.

And remember, there is no such thing as a perfect drive.

Stay safe at the wheel.

Bob Fox

Road Safety Week

In the spirit of Road Safety Week the tips give advice on those often overlooked road safety issues that we all value are reiterated here.

Slow down around schools and in residential areas. Want to be on time? Leave earlier. Speed limits are not targets and in busy traffic ‘20 is often plenty’. Posted speed limits must never be exceeded.

As the driver it’s your duty to ensure all passengers are wearing seatbelts. With that in mind loose items in a car can become projectiles in a crash. Keep your car tidy and store your kit in the boot.

Jumping red lights. Don’t. If lights have been green for some time, be ready to stop, keeping an eye on traffic behind you. Dazzle from low sun is a factor in more crashes than dazzle from headlights. Keep your windscreen clean and don’t put those sunglasses away just yet.

It is legal for motorcyclists to filter through traffic so give them space and never try to deliberately block them. Check carefully before changing lanes.

Most delays on our main roads are caused by crashes and breakdowns. Prevention is much easier than cure. POWDER check the vehicle before leaving, keep your distance, manage your speed and we can all have an incident-free week, year and lifetime.

Bob Fox.

No Hard Shoulder?

All lane running motorways use technology to actively manage the flow of traffic. Driving on them can sometimes be tricky, particularly if you are not a regular user. They use technology to actively manage the flow of traffic and don’t work effectively if motorway users do not use them as they’re supposed to.

Never enter a motorway if you are short of fuel or have any concerns about your car’s fitness to cope with high-speed driving. Most breakdowns are totally avoidable and getting help on a motorway is more difficult, more expensive and much more dangerous.

- If a warning light comes on or the car feels strange leave at the next slip road, head for the nearest service area or stop in an emergency refuge. If you have a puncture try to keep going until you reach a safe spot.
- In a refuge use the emergency phone to alert operators to your problem and to summon help. Don’t rely on your mobile phone as you may not have signal and by using the provided phone emergency services will be able to pin-point you exactly. Listen carefully to instructions on when to leave a refuge area when you’re ready to continue your journey. The control centre may set the signs behind you to alert traffic you are coming out.
- If you do breakdown in the inside lane between refuges consider leaving the vehicle on the passenger side and take refuge behind the barrier. Put your hazard lights on so traffic can move around you.
- If you are in a middle running lane, stay in the car and keep your seatbelt on. CCTV cameras and sensors should alert the control centre to your predicament and help will be on its way. Variable message signs will also alert other drivers to a blocked lane ahead, but if you feel unsafe call 999. Never cross the other carriageway or let passengers or pets out in a running lane.

Don’t panic and remember that you need to be alert on an all lane running motorway but the technology is in place to make them as safe and reliable as possible. With more and more being installed it is well worth taking the time to get used to their unique signs and markings.

IAM RoadSmart press release.

A Physicist Writes . . .

How often does it happen that you're driving along a local road and you see a familiar face on the pavement looking in your direction, so you give its owner a wave or perhaps a toot on the horn – but you get no equivalent response? Conversely, how many times have you been walking along when you saw the lift of a hand from a driver, but you had no idea who it was (unless maybe you recognized the car)?

The explanation for this poor visual communication is, of course, that whereas you can see out perfectly clearly from the driving-seat, it's much harder for people to see in, because the light reflected off the windscreen from sky and surroundings is usually much brighter than the light being reflected off you.

A pedestrian might identify you more easily if he or she was wearing Polaroid sunglasses. These use the fact that light reflected off a flat, more or less horizontal surface tends to be horizontally polarized (meaning that the 'light waves' are vibrating from side to side instead of in all directions), as shown in the diagram. So the reflected light will be partially blocked by the lenses, which only allow vertically polarized light through them.

On second thoughts, though, *you* would probably have difficulty identifying the pedestrian, behind the sunglasses! But the reverse problem of seeing the driver through the windscreen leads on to something potentially serious that happened to me a couple of days ago: I arrived near home on our local bus (not for the first time or even the hundredth), alighted from it and, as usual, strolled along to its rear end intending to wait for it to move off, before thinking about checking for traffic in both directions and crossing the road.

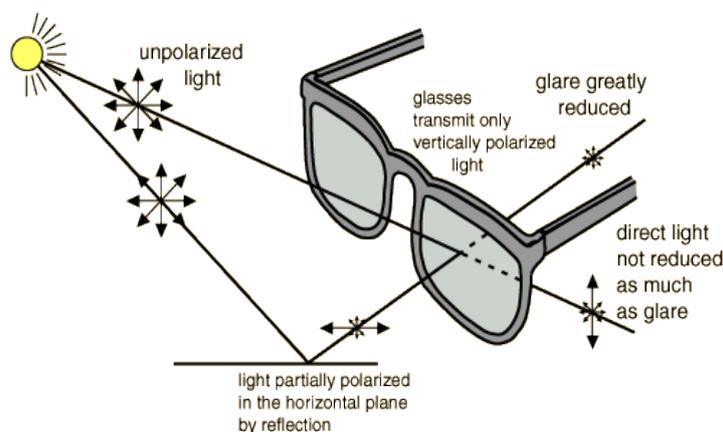
During the short stroll I saw someone I knew, a locksmith called John, get into his van in front of his house a few yards along the road. He then reversed out so as to face me, and straightened up to wait behind the bus, but still some way away from it. As the bus departed I expected John to move off after it, past me, but he didn't. Instead, I saw the lift of his hand. I returned the wave, assumed that he was kindly letting me cross the road, and started to walk.

Before I was halfway across (luckily), there was the blare of a horn right beside me. It was from another

van traveling in the opposite direction, which had been concealed from me by the bus. When I did get safely across, John drew level with me, wound down his window and explained that he had actually been pointing at the approaching van, trying to draw my attention to it. As best as I could, I said thank you very much, and don't worry about what nearly occurred.

Later I started to count the different lessons that might usefully be learnt from this narrow escape. I could think of half a dozen at least...

Pedestrians first: you may know the rules for crossing the road – but never forget how easy it is to be distracted from them, for example when a driver is – or seems to be – waving you across. It's your responsibility to check for other traffic!



(Remember too that the direction-indicators on the front of some cars can be hard to see, not only after dark against the glare of the headlights but also in daylight because of being positioned close to daytime-running lights. And vehicle-owners: are you aware of how visible your indicators are, or aren't, against the other lights?)

Drivers next: for the same reason of possibly distracting pedestrians, take great care in gesturing to them (or flashing other drivers, for that matter) to say that they may cross in front of you. Be as sure as you can that there are no other hazards, especially approaching traffic, that they might overlook.

Certainly do not try to give any other sort of message with gestures – remember that your hands, like the rest of you, are likely to be hard to see behind your windscreen, as I explained at the start.

(I am not at all attempting here to transfer the blame

Continued from page 4

for my near-miss to John, but I might not have started crossing the road with such confidence if he had kept his hands on the wheel...)

Better, really, never to signal that you are giving way – either with your hands or with your lights. Instead, just let the pedestrian or other road-user calmly work out what your intention is from the speed (if any) and position of your vehicle, giving them time also to take full account of any other traffic.

When you're on the move and passing stationary vehicles of any sort (and on whichever side of you), be ready for some idiot to step out from behind one! Watch for opportunities to prevent a possible accident or incident by obstructing it.

For example, if John had been thinking at a really high level he could have stopped me stepping off the kerb by simply rolling his van slowly towards the bus. More generally, I'm reminded of times when I have obstructed a driver who clearly had the intention of overtaking me dangerously on a roundabout (on the outside or even the inside), by straddling the lanes while going round it.

Similarly, if I'm starting along a length of road that has been 'narrowed' on the right-hand side (by parked cars, for instance), and in the distance an oncoming vehicle is about to move out and then present me with a tight squeeze as it passes, I see nothing wrong with moving out a bit myself first – deliberately and clearly giving the other driver no room to pass at all.

I think that's enough lecturing for one column! Anyway, I'm glad to have been extracting lessons from a near-accident, instead of from an actual one...

Peter Soul

The MPG Marathon

Fuel champ Shaun Cronin from IAM RoadSmart teamed up with the BBC's transport correspondent Paul Clifton to help Honda to two category wins and a runner-up place at the closely fought MPG Marathon.

The MPG Marathon is an intense two-day eco-driving challenge testing the real-world fuel economy of the participating vehicles. Driving around 400 miles over the two days, teams aimed to achieve both the highest possible MPG and the most significant percentage improvement over the manufacturer's quoted MPG figure, with penalties at stake for every minute driven over the stated total driving time.

After three days of lightly sipping fuel in their Honda CR-V EX 1.6 i-DTEC 4WD, the pair, who were overall winners last year, won the 'four-wheel-drive' and 'load lugging economy champion' awards and took the silver medal in the category of 'best percentage improvement – cars.'

Over the two days the pair covered 389 miles, using just 27.73 litres (6.1 gallons) of fuel.

Shaun said: "Sipping fuel so lightly is like sipping a cup of tea! Anyone can do it. Driving with an eye to economy is not only something for the experts. We achieved a great result here; with simple measures everyone can achieve big savings to their weekly fuel bills – and who doesn't want that!"

Paul said: "That was the toughest MPG Marathon yet. So to beat the car's official economy figure - and by a big margin - is very rewarding. With a very gentle right foot and smooth safe driving, this shows that even a bigger four-wheel-drive car can achieve outstanding real world economy. With fuel prices rising again, this is something everyone can do to keep costs down."

Based at the Heythrop Park Resort in Oxfordshire, day one of the 2016 event saw the teams head out towards Ludlow, Shropshire, before resuming the afternoon with a trip to Stroud in Gloucestershire, then making their way back to Heythrop. The following day the teams set out for the iconic Silverstone circuit, then Hatfield, Hertfordshire, before returning once again to Heythrop to park up and await the much-anticipated final results.

For further information, please visit www.thempgmarathon.co.uk.

Mobile Phones

IAM RoadSmart has welcomed an increase in the punishment for drivers caught using a held-held mobile phone whilst driving – saying drivers need to learn that their actions could kill.

The Government recently announced that anyone caught using a hand-held mobile phone while at the wheel of a car would be fined £200 and receive six points on the licence – a doubling of the existing penalty.

The issue was brought into sharp focus last week when lorry driver Tomasz Kroker was jailed for 10 years when he killed a family of four in a crash caused by him being distracted by his mobile phone.

Neil Greig, IAM RoadSmart Director of Policy and Research, said: “Addressing the growing problem of smartphone use whilst driving will require a combination of enforcement and education as well as drivers, passengers, companies and individuals taking more responsibility.

“IAM RoadSmart is disappointed that the government did not support our calls for first time offenders to be sent automatically on a re-education course specifically tailored to mobile phone use and breaking our apparent addiction to being constantly connected. We also want to

see car companies, mobile phone makers and social media providers working together to develop technical solutions to hand held mobile phone use in vehicles.”

Neil added: “It is essential that drivers get the clear message that if you are on the phone and have a fatal crash you can expect to go to prison for a long time. There is a lot of support among the driving public for stronger penalties and more enforcement focus on mobile phones, but also a feeling that this is not always reflected in sentencing.

The risk of using mobile phones while driving has been very prominent in the media recently, following the tragic quadruple fatality caused by an HGV driver using a phone at the wheel, From this point forward our insurer, IAM Surety, will be unable to offer our exclusive ‘members only’ insurance scheme to any members who obtain points for using a phone while driving. This will be a permanent exclusion. Please do be sure to inform your local groups, so everyone understands the position. We support this positive step towards making using a mobile phone while driving socially unacceptable.

IAM Press Release

Retro Fords Gather in Dagenham

There's a shed at the old Ford factory (now an engine plant) in Essex that houses the firm's incredible car collection. From rare RS200s to the latest Ford Mustang, the collection proved to be a hit with our readers last time we visited with a [camera](#) in-hand. Then Ford had a bright idea. “Come back,” they said. “And bring some of your readers.”



Brian Elliott brought his fabulous 1985 Ford Capri 2.0 Laser along. It's covered more than 200,000 miles – most of them in Brian's ownership. It's never been restored or had major mechanical work. From www.motoringresearch.com

CLIMB ON THOSE BRAKES!

You are driving at high speed on the motorway when suddenly you meet a queue of bright tail lights around a blind corner – traffic is at a standstill. What is the safest way to deal with such a dangerous situation? The experts at BMW Driver Training give the following advice: apply emergency braking immediately and, with ABS and DSC providing backup, steer towards a gap in the traffic.



React quickly and brake as hard as possible.

In blind corners on the motorway or when poor weather reduces visibility, drivers sometimes only see the end of a tailback of traffic at the last moment. In such cases the driver must react quickly and decisively, applying the brakes with all the force he can muster. Under emergency braking the driver will immediately sense the intervention of the anti-lock braking system (ABS) as pulses in the brake pedal. Since there is no locking of the wheels the driver can continue to steer while braking at the same time.

Focus on finding a gap, not on the end of the tailback.

As soon as emergency braking is applied the driver must consciously look for an avoidance opportunity and not focus on the end of the tailback. This is important, because under such circumstances one's instinct is to steer in the direction in which one is looking. Motorways usually offer adequate room to take evasive action either on the hard shoulder or on the central reservation area alongside the crash barrier. Once you have decided on a suitable gap in the traffic, remember that avoidance action undertaken at high speed requires considerable driving skill and practice. Therefore continue to reduce speed for as long as possible and only steer into the gap at the last moment.



No sudden steering movements.

The higher the speed, the smoother the steering has to be. Even abrupt manoeuvres just before an obstacle can usually be made with a half turn of the wheel. Hands should be kept on the wheel at "nine o'clock" and "three o'clock" at all times. This permits almost all steering manoeuvres to be made without taking your hands off the wheel. It is important to continue applying full emergency braking even during the avoidance manoeuvre.



Brake until the car reaches a standstill.

With the backup of the BMW stability system DSC the driver can apply emergency braking from the moment of initial panic until the car reaches a standstill. DSC recognises emergency braking situations and automatically boosts brake pressure. It also helps with obstacle avoidance by applying precise braking action to the individual wheels. Finally, it stabilises the vehicle in the event of tyres on one side losing traction due to grass or snow at the edge of the road.

ILLUSTRATIONS: PETER STEINKE/ETI

New Members

George Cole	Stourbridge
Laurence and Faye Preston-Smith	Tenbury Wells
Jane Yardley	Tenbury Wells
Susan Corfield	Tenbury Wells
John Jordan	Bewdley
Jan Downward	Tenbury Wells
Nigel Forrest	Stourbridge
Andrew Forrest	Stourbridge

Welcome to the Group. Enjoy the experience.
Bob Fox.
Editor.

Test Passes

Associate	Observer
David Webb	Peter Howells
Ann Martin	Mike Gardiner / Brian Elliot
Rosemary Illidge	Clive Tong
Edwin Corfield	Mary Drummond
Angus Anderton	Rex Mound
Maurice Tibbett	John Bowman

Many congratulations to you all. Your efforts have been well rewarded.
Bob Fox.
Editor.

Mike Gardiner

Our thanks to Mike Gardiner, long time KAM member and Observer who moved to Cornwall at the end of this summer.

We thanks him for the support and time he has given and offer our best wishes to him and all the Gardiner family in their new home.

Andrea

Editor's Note.

I have changed my email address as you will see in the "Who's Who in KAM" below.

I take this opportunity to wish you all a very merry Christmas and Happy New Year.
Bob Fox.

DRIVE SUNDAYS, first Sunday of each month,

10.30am, The Lock Inn car park at Wolverley, DY10 3RN members and non-members, all welcome.

COPY DEADLINE FOR NEXT EDITION OF DRIVEWAY - 28 FEBRUARY 2017

Who's Who in KAM

Chair:	President: Edd Williams		
Secretary:	Andrea Beech	01562 700730	07837 200967
Treasurer:	Christine Lacey	01384 396267	
Chief Observer:	Megan Weaver	01299 871278	
	Brian Elliot	07752090452	

Committee Members:

	Mark Griffiss	01384 351314	mgriffissceilings@blueyonder.co.uk
	Rex Mound	07983 818350	rex.mound@btinternet.com
	Rich Brewer	07980901444	richiebrewer@hotmail.co.uk
	Jane Mallard		
	Peter Howells	07816447380	
Driveway Editor:	Bob Fox	07855817318	bobfox859@gmail.com

Views expressed in Driveway are those of individual contributors and do not necessarily represent the views of the Editor, Kidderminster Advanced Motorists Group Committee or The Institute of Advanced Motorists.
No responsibility can be accepted for errors or omissions.