



Newsletter

of the
Skipton and Craven
Advanced Motorists Group



February 2012

Skipton and Craven Advanced Motorists Group

Officials

Chairman:	Bob Rowles	01943 831976
Vice Chairman:	To be Appointed	
Secretary:	Jim Keighley 7 Rycroft Road, Glusburn, Keighley, BD20 8RT	07553 965227 e-mail secretary@iam-skipton.org.uk
Treasurer:	Jane Parkin	07980 446126
Associate Co-ordinator and Chief Observer:	Frank Parkin	01535 652186
Regalia Sales:	Carwyn Huntley	01535 601724
Newsletter Editor:	Alan Haigh Rillside, 41 Moor Park Drive, Addingham, LS29 0PU	01943 830433 e-mail newsletter@iam-skipton.org.uk
Also on the Committee:	Anne Whitford, Bob Sturrock, Dorothy Clough, John Rhodes, Steve Naylor, Bob Baker	

Subscriptions

Full membership:	£8.50
Associate membership	'Skill for Life' Course £139.00 (includes Membership and Test fees)

Membership enquiries to be made to the Secretary or any committee member.

Data Protection

Details of members are held on a computer and are only used for group purposes.

If you have any objection to your details being held in this way, please inform the Secretary.

Disclaimer

The opinions expressed in this newsletter are not necessarily those of the Institute of Advanced Motorists or the Skipton & Craven Group.

The Group welcomes members' contributions, letters and opinions for publication in this newsletter. Please address all such correspondence to the Newsletter Editor (address as above) or e-mail to newsletter@iam-skipton.org.uk

Skipton & Craven Group Web

<http://www.iam-skipton.org.uk>

Web Keeper: Chris Wright
01535 634526

National IAM Web Pages

<http://www.iam.org.uk>

Welcome to the February newsletter

As we know February is one of the winter months but if you take notice of the media (the so called big freeze) you could be forgiven to think we were in Siberia and the snow in this country is a new weather phenomenon that no one has witnessed before. Are motorists prepared? Obviously many are not and are caught out. I hope that does not include us.

Recently we have had some foggy days and have you noticed how many vehicles have defective lighting or drivers don't know lighting laws, no lights, side lights or all lights blazing even in clearer conditions. I just wonder if the government could introduce information in the media and television like the 'Clunk click every trip' campaign to make people aware of the Highway Code (mind you I did see some pigs flying overhead the other day!!!!).

Our speaker last month was David Rockliff who gave an interesting insight on the structure of roads, again our chief scribe, Jim, has given a detailed report of David's presentation. This month's speaker is James Allen "Don't become another statistic" who will explain what we can do if we were unlucky enough to come across a road traffic collision. Please do come and support him and I think we will all possibly learn something.

Just a reminder... I am always seeking more articles for the newsletter so if any new associates would like to contribute and give their views, however brief, on the 'Skill for Life' course they are doing now or have done, I'd love to hear from you.

The Annual General Meeting is coming up in April so if any full member would like to serve on the committee please give it some serious consideration.

Alan

An Important Message

Please note the group now has a dedicated phone and email address for the secretary. The number is 07553 965227 and the address is secretary@iam-skipton.org.uk This is so that if the secretary is away messages can be passed to any of the committee who should be able to answer any queries.

The Newsletter Editor has also gained a similar new address: newsletter@iam-skipton.org.uk

Frank's Driving Tips

Anticipation

One of the most important skills that an advanced driver needs to develop is the ability to look at problems on the road and to try to anticipate how they will develop. Think: What is happening here? How could it affect me? What do I need to do to keep the situation safe?

All driving plans and decisions are based upon what can be seen, what cannot be seen, and the circumstances that it would be reasonable to expect to occur. To effect a proper driving plan, we have to divide our view into zones of visibility and invisibility. It is obvious that we have to deal with any danger, which is clear and present, but what about the danger, which isn't easy to see? By anticipating what might happen, we can often gain an advantage by being able to react faster if and when anything untoward does happen. The average driver will react to sudden danger in 0.7 secs. Advanced drivers will react in 0.2 secs because the danger was anticipated.

It would be impossible to predict or anticipate every eventuality but, it is amazing just how much goes on around us that is predictable and which most drivers just don't see.

The following list of observation links is to show how we think about what may occur. Before reading the links try to answer the question first and see if your answers match. I don't claim to know all the answers but these are some of the more obvious links and as such are commonly known. The list is by no means complete and is meant only as an example. You may have links of your own, if so why not sent these to the editor.

Observation

Link

Street lights on during daylight	Tower wagon or workmen in area
Petrol tanker ahead	May stop at next garage
Petrol station ahead	Movement of vehicles, greasy road surface
Motorcyclist looks over shoulder	May turn off, pull in, stop, overtake
Pedestrian with a dog on lead	Loose dog may run across from other side
Mud, other deposits on road	Slow vehicles, animals ahead
Oncoming LGV on wet road	Water sprayed on to windscreen
Blue flashing lights ahead	Accident, potential for a blocked road
Oncoming large vehicle	Impatient driver or rider lurking behind

There are of course many many more.

So what do we do with the information that we are taking in? Well, often nothing. Simply by being aware of the potential danger is enough. Remember that the driver who is anticipating is three times faster to react to a situation if it does develop. However, you may need to move position or alter your speed on the approach to an area of potential danger. Either way you will be one step ahead of the others and in a far safer situation..

Advanced drivers use their skills to avoid danger – not to get into it. In any situation, always ask yourself, WHAT IF?

As well as looking ahead and to each side, don't forget to look out and up and out and down as this can alert you to the onslaught of poor weather and to the condition of the road surface. If every car driver had to ride a motorcycle they would soon become much more aware of the importance of noting road surface conditions. You can start now to notice the variations in road surface and listen to how the road noise changes. Usually the louder the tyre rumble the better the grip. Look well ahead and try to avoid potholes, drain covers or any lump, bump or dip by making small adjustments to the position of your car. (Without swerving of course). If you have to drive over rough or uneven surfaces then try to do it slowly.

During the winter, look out for microclimates. These are areas of the road surface that can be different to the main area like on the surface of a bridge, under trees or a dip in the road. Often these areas are colder and ice will linger for most of the day. Never drive through puddles at the side of the road. These could be three inches deep but they could be three feet.

For further information on observations it is worth reading Roadcraft .

I hope that you have found this information interesting and that you will now try to look further and wider than you do now. Every time that a new piece of road opens up in front of you try to scan as far ahead as possible, right to the horizon, you will be amazed at how much more you will pick out. Even if you only look to where the road you are driving on appears to end and back to your car, it will be a start.

Taking, using and giving information is the first phase of the SYSTEM of car control, which as advanced drivers we use as the foundation of our driving. Observation and anticipation are what the taking and using information is about.

Frank

January Meeting 2012

Bob welcomed those present, to the first meeting of 2012 by wishing everyone a Happy New Year. Ann Marshall had passed her test before Xmas and was presented with her certificate, well done Ann!

Our speaker at this meeting was David Rockliff who is no stranger to the IAM. David is a member and observer for the Northallerton group and is also chairman of the Region 4(North) forum. David introduced himself by giving us the background to his career, he is a consultant road engineer and a lecturer at Derby University on quarrying and aggregates. His talk was entitled "The Road under your Feet".

David, we could soon tell, was a very polished lecturer and he got us hooked straight away by starting with a short slide show. A lot of the slides were from the road research laboratory and showed vehicles from the past that had been used to measure the effectiveness of road surfaces.

What is the function of a road? Basically the base covering should spread the load across the whole surface (large stones), keep water out (camber), and provide a smooth surface which still offers good skid resistance (small stones). This is, of course, a description of a Roman road and as we all know they were very successful road builders, examples can still be seen!



Unfortunately, we native British, didn't appear to learn anything from them, and our roads became mostly tracks for hundreds of years, most unusable in winter!

Modern road construction started in the 18thC and it is worth looking at its history because of some of the remarkable engineers involved. Acts of Parliament were needed to start the Turnpike movement and this enabled roads to be financed by Tolls. The Skipton to Colne and Burnley turnpike was part of over 180m of road planned, designed and built by a blind man! No wonder this man is revered amongst road makers, some of the best roads built by a blind man!

For those who haven't already guessed his name was John Metcalf, or "Blind Jack of Knaresborough", the statue is in the square in the centre.

One of the most important engineers of the late 18thC and early 19thC

was Thomas Telford. Thomas became the first president of the Institute of Civil Engineers and must have been a workaholic because his engineering feats spanned the whole country and included canals, bridges and roads. Think big, the Menai suspension bridge, St Katherine's Dock, the A5, and the Ellesmere canal are just a few of his achievements.

Another famous engineer in early modern road building was McAdam, who arranged the road building stones in such a way that they "bound" together. When his roads were covered in tar they were obviously known as Tarmacadam roads.

At the other end of the scale from these major works are the ordinary small roads known as evolved roads. Evolved roads are the cart tracks and drovers roads which meandered from village to village and these were eventually covered in tarmac. With the use of that one word we have reached the 20thC.

Incidentally, tar is no longer used as it is a carcinogen, it's a wonder anyone from "my generation" are still alive. How many of you, like me sat in the middle of the road bursting tar bubbles or covered sheds with roofing tar and sprayed huts with creosote, but of course it will be smoking that eventually gets us!

Another hero of David's was Francis Wood of Fulham, who in 1912 wrote a book entitled "Modern Road Construction" which is still in print today. Did you know that roads in towns were sometimes covered with wooden block pavers as a top surface - skid resistance for horses!



Modern surfacing came about, more or less, as an accident. Tar had been spilt on the road outside a foundry, someone soaked it up with slag from the furnace, when this dried it was noticed that it formed a hard surface. To this day furnace slag is one of the best aggregates and is used when it is available.

Asphalt has replaced tar in road construction. When the traditional gas works were being shut down because of North sea gas, road makers started using asphalt from la Brea in Trinidad. As well as being found naturally asphalt is also a by product of the petroleum industry.

The primary use of asphalt in road construction is as a glue or binder that when mixed with aggregates enables roads to be hot rolled and forms asphalt concrete.

The science behind the production of aggregates is on the face of it simple, but in practice it can become complicated, hence the need for consultants such as David. David went on to give us a simple explanation of Polished Stone Value (PSV) which is where resistance to “skid” of the aggregate can be tabulated. Values of over sixty are extremely good, but values lower than this are the norm. The type of aggregates quarried locally is usually specified by Highways Authorities; as a consequence roads in different parts of the country have different Skid Resistance Values (SRV).



The SRV of a road is measured with a SCRIM (Sideway – Force Coefficient Routine Investigation Machine) this very high tech road vehicle deserves a write up of its own but I think the science would be boring to most of us (by that I mean “me “, of course).

A sign of whether our speakers have caught our attention is to me, the number of questions that are asked at the end of the talk. David had plenty of questions to answer. I’ll not attempt to ask all the questions but some of the answers were interesting.

Concrete was a better base structure than asphalt but it needs a black top.

Buses standing at bus stops can cause ruts because the weight of the bus and the engine ticking over acts as a vibrator. Concrete would stop this.

Chippings used as a top dressing rely for adhesion on the motorists to “go slow” until they set, otherwise (as usually happens) they are ripped out by motorists going too fast.

Research, with no practical results at the moment, has been conducted using recycled tyres and molasses.

Asphalt can be modified to suit both cold and hot countries by altering its melting temperature.

The SRV is dictated, to some extent, by the road noise that the motorist will tolerate.

Thank you David for a stimulating and interesting talk, no longer will I think of the road as just a bit of black stuff.

Jim

Do we give way to traffic from the left or right or close our eyes and go?



M25 prototype



DVDs

To all new associates and any member who is interested:

Jim Keighley has a selection of DVDs to lend out with a refundable deposit. They will be on display at the monthly meetings together with regalia which can be purchased from Carwyn.

The Regalia Shop

Item	Price	Item	Price
Lapel Badge	£3.50	Vinyl tax disc holder	£2.00
Stick pin		GB Sticker	£2.00
Chrome Vehicle Badge	£20.00	Square vehicle badge	£8.00
Leather licence holder	£10.00	Plastic windscreen badge	£2.00
Leather key fob	£4.00	Lanyard	£1.00
Metal tax disc holder	£7.50	Bag	£4.00
Metal Badge	£4.00	2011 Diary	£3.00
IAM Pen	£3.00		

Contact Carwyn to order any regalia on carwyn.huntley@btinternet.com

From the IAM

Deaths and Injuries on Britain

Today's Department for Transport statistics confirm numbers of people killed in road accidents in 2010 fell to 1,850 – a reduction of 17 per cent on the previous year. Seriously injured numbers fell to 22,660 – down eight per cent.

Despite this decline, the IAM's latest poll reveals that very few of the 2700 respondents have any faith in road deaths continuing to drop: Twenty-five per cent think they will keep going down. Thirty-four per cent think they will remain the same, and 36 per cent of respondents think that casualty rates will rise a little over the next three years.

The poll respondents are realistic about the likelihood of getting improved services on their roads with the threat of spending cuts. Seventy per cent think there will be a negative impact on the number of police enforcing traffic laws, 84 per cent think road conditions and potholes will worsen, 72 per cent think there will be a negative impact on the focus on road safety education and fewer road safety officers, and 62 per cent think there will be more unroadworthy cars on the road.

Seventy per cent think improved vehicle design and technology is the biggest single reason for declining deaths and injuries on our roads and 37 per cent think that more incentives to take post-test training courses will deliver the biggest improvements in the future.

IAM chief executive Simon Best said: The value of preventing each fatal crash on UK roads is around 1.8 million, and approximately 200,000 for each serious injury. It's clear that effective road safety initiatives not only save lives but also save the nation money.

The government should think about the real value of road safety initiatives when it considers its expenditure plans.

As more and more driver aids are introduced we need to re-think the way we approach safe driving. Vehicle technology requires new thinking and an even greater emphasis on the driver as the decision-maker. The challenge now is for us all to treat driving as a skill for life and embrace post-test training.

**Deadline for the March 2012 Edition:
Sunday 4th March 2012**

Associates Report

February 2012

Several test passes since the last newsletter, Jonathan Leese, Keith Wilson, Ann Marshall, Laura Harris and Jaqueline Lay have all been to see the examiner and come away with a pass. Their observers were, Bob Rowles, Bob Sturrock, Douglas Shackleton, Steve Naylor and Peter Bateman. Congratulations to all of them. Welcome to those new associates who started on the January course I hope that you are all enjoying it.

The Current State

Associate	Observer
John Oakland	Bob Rowles (Jan)
David Manson	Bob Rowles (Sept)
Benjamin Whitaker	Doug Shackleton (Jan)
Samuel Snell	Doug Shackleton (Jan)
Sarah Coy	Paul Taylor (Sept)
Joanna Brown	Steve Naylor (Jan)
Steve Boldy	Bob Sturrock (Jan)
Gavin Petrie	Peter Kitching (Jan)
Dafydd Spier	Paul Taylor (Jan)
James Pallister.	Bob Rowles (Jan)

If anyone is having any problems give me a ring on 01535 652186

If anyone has any questions they would like to ask on anything to do with the training, the test or advanced driving. We hold a surgery at 7-45 p.m. on each group meeting evening at the Three Links Club. I will be there with some Senior Observers to answer any of your questions. If any associates or observers are having any problems with the training, please give me a ring and I will try to help.

Frank

Ann Marshal receives her certificate
from Chairman Bob Rowles



Skipton and Craven Advanced Motorists Group

Affiliated to the Institute of Advanced Motorists. Group no: 4136

Looking Ahead

February 29

James Allen

“Don’t become another statistic”

March 28

David Dobson (tbc)

Possibly on motorbike riders and motorists

April 25

John Rhodes, our own seasoned traveller

“Transport – here, there and everywhere.”

(following the AGM)

***Don’t forget that friends and guests are always
welcome to our meetings***

***Driver training and advice is available FREE of charge
to ALL members of the group***

Please contact the Associate Co-ordinator to arrange this

Find us...

We meet in the
Three Links Club
at the far end of the
Town Hall Car Park.

This enormous car park
is free after 6.00pm

