

**Gloucestershire
Group**

**Winter 2008
Newsletter**

Future Events Roundup

Date	Day	Time	Event	See page
04/Jan/2009	Sunday	9:30 am	The Happy New Year Ride	page 11
25/Jan/2009	Sunday	9:30 am	January Jaunt	page 11
29/Jan/2009	Thursday	7:30 pm	Car tutor training part 1	page 26
15/Feb/2009	Sunday	9:30 am	February Frolic	page 11
26/Feb/2009	Thursday	7:30 pm	Car tutor training part 2	page 26
15/Mar/2009	Sunday	9:00 am	Mad as a March Hare	page 11
18/Jun/2009	Thursday	7:30 pm	Glos-RoADAR AGM	page 5
6/Dec/2009	Sunday	12:30 pm	Christmas lunch	page 21

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Welcome & Congratulations

Cars

New Car Associates:

- Dennis Buckely - Quedgeley
- George Tarte - Cheltenham
- Craig Talbot - Stourport-on-Severn
- Simon Hurley - Coleford
- Lee Bailey – Maisemore
- Tom England – Berkeley

Car Test/Retest Passes:

- Robert Walton
tutored by Andrew Robbins & Janty Jones
- Mike Kirby
tutored by Andy Curtis and Janty Jones
- Charles Lyne
tutored by Graham Beale
- Bill Millan
tutored by Andrew Robbins,
Gareth Davies and Janty Jones

Motorcycles

New M/C Associates:

- Paul Candler - Worcester
- Chris Harrison - Yate
- Tymek Skroban-Korzeniecki
- Gloucester
- Paul Williams - Frampton Mansell

Motorcycle Test/Retest Passes:

- Paul Boston
tutored by Tim Hutt
- David Brazener
tutored by Steve Williams
- Gordon Downie
- Paul McCarthy
tutored by Steve Williams
- Jan Ozinkowski
tutored by Rupert Clarkson

Chair's Report

by Lorraine Williams

Well, it's that time of year again when the nights are dark, the mornings are murky and the weather is usually unpleasant. Oh, and it's nearly Christmas. We've had a couple of events since the last newsletter to include a very useful commentary evening, some scary slow-bike riding and a focused bike tutor day. All were well attended and everyone came away having learnt something so pats on the back all round to organisers and attendees. Remember, if there's something you'd like addressed at a training session, let us know so it can be factored into future planning.

By the time you read this the group Christmas lunch will have been eaten and digested and I'm confident everyone will have had a great time and still be coveting their free raffle prize. If you've not been to one before, get your name down early for next year's event - it can only get better. Also, take a look at the new line of group clothing that's on show elsewhere in the newsletter. A possible Christmas gift for those who don't know what they want? All that's left for me to say is have a great Christmas and New Year, drive and ride safely, and help support the group in 2009 as we look to embark on pushing the group forward. 🌟

Advanced Notice

The Glos-RoADAR 2009 AGM will be held in the function room at the Civil Service Sports Club at 7:30 pm on Thursday the 18th June 2009. 🌟

Treasurer's Report

by Lawrence Moss

The Treasurer's report is a one-page summary of the full set of accounts and both are produced, discussed and approved at each monthly committee meeting.

The group is in a healthy cash flow positive position. There were 121 renewal subscriptions and 19 new memberships received up to 28th November 2008. 🌟



Happy Christmas

from your newsletter editor
(and of course your committee)

I hope this will reach you in time for Christmas? Belated greetings if not. As ever at this time of year I'm rather late in many things - I'm often still writing cards on Christmas Eve.

Lots of interesting reading here from many sources (thanks to all contributors, acknowledged or not), some is a bit heavy going maybe (statistics are not to everyone's taste) but plenty to keep you thinking about your driving/riding. 🌟

Car Training Notes

by Janty Jones and Andy Curtis

It is a frequently asked question; what to do about a vehicle sitting on your tail? It's simple, give yourself more space ahead and don't feel threatened.

High speed 'tailgating' on multi-lane roads:

You can do little to prevent following traffic following too closely. You should resist being coerced into breaking any speed limit to try to 'escape', because as well as being unlawful this will just make required stopping distances even greater. Use your forward observation skills and anticipation to make any changes in speed or course as smooth as possible, so giving the offending driver behind more time in which to react. Consider moving out of the way when safe to do so.



"Offsiding" (bend straightening):

Where, in the absence of

other traffic you take the most direct line through a right bend, including using the off-side half of the road. The Association's position is that if there are centre markings you should remain in the nearside half of the road, notwithstanding using Roadcraft cornering lines to advantage.

A reminder:

"STOP" signs must be adhered to, whether permanent or temporary.

If you are finding it difficult to remember this, then try and apply the parking brake. Then work out whether it is safe to go, a window wound down will also help, as will looking for lights at night, while you move slowly forward to achieve the vision. Also remember that a "STOP" sign may be concealed by hedge-rows in the summer but as an Advanced Driver you will have noted the solid white line

Little Gem - 1
Everyone has a photographic memory
...some just don't have any film.

at the junction as opposed to the broken white lines on a, "Give Way"

There are some grey areas but fewer than you think; any questions, we will do our best to answer. ☆

Advanced Biking

by Ian Kerr

from Driving Magazine
November/December 2008

Wobble and Weave

To state the obvious: a motorcycle is a single-track vehicle which will fall over unless it is either on its stand or moving under power. It would take far too long to explain how a bike remains 'upright' when cornering and all the various complex issues surrounding the design of a motorcycle to enable it to handle correctly, either when cornering or even when just travelling in a straight line.



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www.1to1motorcycletraining.co.uk

Suffice to say that proper handling is a complex subject: relationships between factors inbuilt during the design of a motorcycle, extra equipment carried or subsequently added to the machine, the rider and the surface that it moves over. Obviously, some of these are controllable while others are not.

From a maintenance point of view, the machine must therefore be set up as per the manufacturer's specifications in respect of steering and suspension settings. The tyres must also be to the recommended pressures to ensure the machine is in the best possible condition to deal with all the unknown variables, such as road and weather conditions, not to mention rider ability.

The most common forms of motorcycle instability are known as wobble and weave and these have been known for very many years.

Tank slapper

Put simply, wobble is the front wheel oscillating from side to side like a supermarket trolley wheel and is caused by configuration of the bike and is not dependent on speed. In extreme case it causes the front forks to move violently from side to side in what is known as a 'tank slapper' for obvious reasons.

Some basic causes include: eccentric fitting of a tyre, run-out of the tyre itself or the motorcycle rim on which it is mounted, and/or unbalanced wheels. In respect of the bike, play in the wheel bearings, excessive play anywhere on the forks or steering head and uneven front telescopic fork action caused by differing amounts of damping oil. Believe it or not, play in the swing-arm bearings at the rear of the bike can also have an effect!

A weave is when the front and rear of the bike move independently and is speed related. Again, tyres play a part: excessive or irregular wear, unsuitable size or type and incorrect pressures are the main ones. Incorrect wheel

alignment, unbalanced wheels and excessive wheel bearing play are also factors.



However, load and poor load distribution which upsets the C of G is of particular note when discussing weave!

Neither wobble nor weave can be effectively controlled by the rider once they start, and if they try too hard to hold the machine, it may become worse. The best way to deal with it generally is to relax and gradually slow down, having relaxed grip slightly on the bars.

Experience has shown that these phenomena are usually the result of several factors combining to produce the undesirable handling characteristics. Therefore, as mentioned above, the bike needs to be in the best possible condition as far as settings, tolerances and general service suitability.

Tyres are a very important part of machine set-up and preparation and most riders need educating on the importance of tyre inflation, and general wear patterns.

A narrower or wider tyre can have a considerable effect on a bike's stability and grip and more is actually less in this area!

Load distribution

Load distribution is the last factor that is easily controlled before starting off and is another area not understood by most riders. A bike is actually designed as a balanced system and manufacturers list load limits because those are the ones around which the bike has been designed.

Overstepping these affects the design parameters and steps outside the boundaries for which the manufacturer can reasonably be expected to be responsible for. Look how many bikes are actually sold with accessories or have any listed as optional extras - very few!



Those that do, all list weight limits because it is these that the bike has been designed and tested to, taking into account the variable weights of a rider and their riding apparel that could be a demand on board at any one time.

Little Gem - 2
Some people just don't know how to drive...
I call these people "Everybody but Me"!

Aerodynamics

Moving back briefly to the design of the bike, aerodynamics come into play when talking about weather. An un-faired machine is less likely to be affected by strong sideways gusts of wind in exposed areas, or be affected at very high speeds, as there is nothing to lift the front wheel and make the bike go light at the front end.

In extreme case, too much weight at the back can make the steering very light and twitchy, which could catch a rider out as the bike then responds quicker than normal, for instance mid-way through a corner resulting in potential loss of control.

The big problem is that most riders think they know better than the manufacturer, which is why you see bikes with forks dropped through yokes, luggage mounted in all the wrong places and so on.

Obviously, a naked machine will mean an exposed rider is less likely to go as fast, as they will be subject to the wind blast or spray from lorries on wet days. Rider profile or shape, pillion passengers, luggage and general loading could also affect the bike's aerodynamic capabilities, so speeds should be adjusted accordingly.

Which brings us to the symbiotic relationship between rider and machine. Very few are actually in complete harmony as they should be, apart from the likes of Moto GP hero, Valentino Rossi.

Last but not least is, of course, speed. Inappropriate speed for the conditions can set up the problems described earlier. A bike that is normally stable at all speeds, when loaded or with a passenger, going too fast over an undulating road, can suddenly misbehave, as can a badly maintained one.

It should be borne in mind that a bike constantly feeds information to the rider, who reacts, sometimes unconsciously, to that information by making minor adjustments and corrections. Therefore, a rider should sense any problems approaching and adapt before they become serious; hence the term riding by the seat of your pants!

The common denominator to all of these apart from the bike is of course the rider. All riders are 'experts' and have a supreme belief in their own abilities, which means they have difficulty in accepting that they may well have a part to play in a machine's instability.

Next up is the road surface, or maybe lack of, which plays a part in how the machine handles. Cambers - some adverse - the type of surface, levels of grip, damp patches etc. all play a part in affecting the machine.

Also, very few can effectively and positively analyse why or what caused a problem, which makes analyses of any handling problems that much more difficult to isolate. Very few will admit that maybe they played a part in any adverse reaction, because maybe they were riding too fast for the conditions, or that they did not react in the correct manner to any problem manifesting itself.

A good rider will see and feel these and react/adjust accordingly, whether by speed reduction, road positioning, or even by shifting their position on the bike.

Ask many to explain counter steering, roll centre, gyroscopic effect, centrifugal force or any of the physics that surround machine design or cornering and they will not be able

to. This does not make them bad riders; it just means that investigation of handling problems is a very difficult and complex issue!

Ian Kerr is a former Metropolitan Police Class 1 Advanced Driver and Motorcyclist and qualified in accident investigation/reconstruction as well as mechanical inspection of motor vehicles. An experienced journalist he is a regular contributor to a number of motorcycle magazines as well as Fleet 999 and Driving Magazine. 🌟

Autos and Erraticus

by Lawrence Moss

We take modern cars for granted. Whatever the weather or conditions, turn the key and it starts. The modern car runs smoothly and everything just works. It has not always been so, back in the days of high tension coils and distributor caps, non-starting was a frequent occurrence. But at least it was reasonably simple to isolate a leaking high tension fault and patch an emergency get home repair.

Not quite so simple with the modern car. All on-board computers (yes plural) and electronic control systems and the dreaded cannot see, touch, feel, component - software! This is a story about our thoroughly modern car.

It all started in the Spring/Summer negotiating fairly steep hills in Shropshire. The automatic gearbox warning light came on commensurate with a not so healthy sounding bang which we later learned was the auto going into safety mode to engage third gear. We stopped when safe to do so to consult that great knowledge repository - the vehicle handbook. Not as helpful as we would have liked - auto warning light - go to vehicle dealer.

We reasoned we should try to restart the car and observe. All was well and no auto warning light. We continued our journey and the automatic gearbox worked normally - we

were later to learn that turning the engine off and restarting resets the auto computer and control system.



Later in the year we experienced a similar occurrence negotiating even steeper hills in Devon. Old hands at this now - find somewhere safe to stop, turn off engine and restart - magic. At this point we figured we really should get to the nearest Renault dealer ... this is serious I hear you say!

The most helpful Renault dealer connected our car to their most wondrous diagnostic machine which declared fault 4G Oil Pressure Regulation. "Can you fix it" we asked? Too complicated came the reply, the car is driveable enjoy your holiday and have it fixed when you get home. We had the auto fixed at a transmission specialist factory and now it is like new.

Then would you believe it the car would not always start when the engine was warm. To be fair it had been like this for a while getting progressively worse. Started fine when cold, sometimes started when warm but often would not. Most erratic and seemingly unpredictable behaviour. So back to the Renault dealer and their most wondrous diagnostic machine. No fault found was the reply, all computers and control units are working correctly. "But the car will not always start when warm" we said. Hmm! Well that leaves the TDC (top dead centre) sensor which has a history of contributing to erratic starting problems. We had the TDC sensor replaced and all starting problems are fixed. Hooray! 🌟

Slow Riding Exercise

Sunday 19 October 2008

by Phil Baker

The slow riding event took place at British Energy, Barnwood. The event was very well attended with about thirty motorcycles ready to go. This was a joint venture between SAM's and Glos-RoADAR.



We arrived at 8:30 am so that setting up could be done. Graham Bailey (SAM's) supplied a rather posh gazebo so that tea, coffee and light refreshments could be served out of the wind and possible rain. It's amazing how all the guys really got stuck in to help erect the gazebo but luckily Ray stepped in and saved the day with his expert knowledge in quick erections. This is what comes from subscribing to Awnings and Gazebos Monthly.

Little Gem - 3
Experience is something you don't get until just after you need it.

It was not all about slow riding and weaving in and out of cones, there was also a quick acceleration phase and emergency stop section so that the finer points of

heavy braking could be practiced in moderate safety.

The morning session came to an end at around 1:00 pm without any major issues or mishaps.

A very large thank you to Andy Downs for organising the British Energy car park, Nige Murray for his organisational skills, Graham Bailey for the tea/coffee and gazebo and all those that helped set up and man the sections and a big thank you to all those who attended the Autumn 2008 Slow Riding Exercise.

Nige Murray was kind enough to take charge of organising the different sections and like busy little ants we went off to mark them out as per drawings. All done by 9:30 am and every body was ready to ride.

All sections were manned by tutors who had given up their time to make sure things ran smoothly and that if any riders had a question that help was at hand.

If you have any views, ideas or general questions or if you think another Slow Riding would be beneficial in Spring 2009 please let us know. 🌟

It was very encouraging to see riders who had real reservations on doing certain sections actually surprised themselves that it was possible after all.

A marked out section





Forthcoming Rides

by Chris Lees

Little Gem - 4
Some days we are the flies.
Some days we are the windscreen.

These rides are open to all and I would particularly like to see more associates (and their tutors) supporting the efforts of the Ride Leaders. 🌟

Date	Meet Time	Meet Place	Details
Sunday 4th January 2009	9:30 am	Teddington Hands	The Happy New Year Ride (95 m, 4 hrs). Meet at Teddington Hands in good time for a prompt 9:30 am start. Open to all members.
Sunday 25th January 2009	9:30 am	Seven Springs	January Jaunt (80 - 120 m, 3 - 5 hrs). Meet at Seven Springs in good time for a prompt 9:30 am start. Open to all members.
Sunday 15th February 2009	9:30 am	Seven Springs	February Frolic (80 - 120 m, 3 - 5 hrs). Meet at Seven Springs in good time for a prompt 9:30 am start. Open to all members.
Sunday 15th March 2009	9:00 am	Seven Springs	Mad as a March Hare (100 - 150 m, 4 -7 hrs). Meet at Mythe Water Works in good time for a prompt 9 am start. Open to all members.

Items for Sale/Wanted

Free advertising for group members

Something to sell?

Try your fellow drivers/riders? 🌟

Driving In The Dark - How Well Can You See?

Courtesy of The Eyecare Trust
(www.eyecaretrust.org.uk)

Now the clocks have gone back and the long winter nights are drawing in, the Eyecare Trust is highlighting some simple steps you can take to ensure that you see as well as possible while driving your car...

Millions of British drivers admit that they find it harder to see clearly when driving after dark^a and it's a fact that more road accidents

occur at night than during the day. Common night driving problems include blurred vision, difficulty focusing and dazzle or flare.

"The main thing to remember," explains Eyecare Trust chairman Iain Anderson, "is to have your eyes examined regularly. Low light levels at night cause the pupil of the eye to become larger and this can accentuate any focusing errors - no matter how minor - causing blur. At night it's therefore more important than ever to wear a pair of spectacles or contact lenses with an up-to-date prescription.

"Most people over the age of about 45 will need some vision correction to see in sharp focus so ideally everyone should have their

a. In roadside research carried out at UK locations by the Eyecare Trust in 2002, 53% of drivers admitted they found it more difficult to see clearly when driving at night. One in nine drivers admitted they had never had an eye examination.



eyes checked every two years. That's important as your sight can change without it being obvious."

For many people haloes and reflections around lights and headlamps can make their eyes feel uncomfortable while driving. The most common cause is a dirty windscreen (often on the inside as well as the outside) or worn-out wiper blades, although scratched or dirty spectacles can be just as bad. Also, reflections from the surface of spectacle lenses can sometimes cause multiple images of lights at night. If you notice these, effective anti-reflection lens coatings are available.

Older people often find night driving particularly stressful. With increasing age, the lens of the eye tends to yellow, reducing vision clarity, but major discomfort from glare can be caused by cataracts - a clouding of the eye lens which requires specialist treatment. If you are affected by oncoming headlights, try concentrating on the nearside kerb as you drive - but remember to slow down!

Never wear dark or tinted lenses for night driving. Strongly tinted windscreens and side windows are bad too - by law windscreens should let in at least 85% of the available light.

So, to keep a clear view on the road at night:

- Make sure you have regular eye examinations.
- Always wear a pair of glasses or contact lenses with your up-to-date prescription
- Keep a spare pair of glasses in the car if possible.
- Don't use tinted lenses, but have them anti-reflection coated if necessary
- Keep your windscreen clean inside and out and check your wiper blades for wear.
- Check your car's lights are working properly.

If you still have trouble adjusting to glare from headlights and tail lights or seeing road signs, road markings, curbs and other roadside features, seek your optometrist's advice. ☆

Don't Panic!

From Dave Brazener
source: h2g2, the BBC's alternative guide to Life, The Universe And Everything.
(www.bbc.co.uk/dna/h2g2/)

A motorbike is a crude metal framework isolated from the ground by two rubber hoops. While many explain the benefits of this arrangement, all it really means is that you fall over when you stop.

Motorbikes are often equipped with disproportionately large engines that propel the machine and its rider at hazardous speeds. Should the rider fall off, he or she will come into contact with the road, slide along its surface and vanish into the scenery. If you hear muffled cries for an ambulance coming from a tree, don't worry, it's only a motorcyclist.

As a method of transport, motorbikes are dreadful. If you ride them in the rain, you get wet. If you ride them in the sun, it will start to rain. There is no glove compartment and no cigarette lighter. There is also no steering wheel: you determine your route by leaning in the direction you wish to travel, just as you would if you were drunk.

You also have to wear a bulbous metal hat with a visor. If you open the visor, your mouth fills up with wasps and your head vibrates. If you close it, the wasps can't get out and you have to swallow them.

Motorcyclists ride everywhere at 170 mph. This means that car drivers can't see them, and have accidents with them. Motorcyclists therefore hate car drivers. ☆

Night Driving Safety

Statistics ^a

from www.nightdriver.com

The risk of dying in a traffic crash increases significantly when darkness falls. The fatality rate doubles during the period of time from 9 pm to 6 am

Midnight to 3 am on Saturdays is the deadliest 3-hour period, resulting in nearly 1,250 fatal crashes.

Fatal crashes occurring at night (9 pm – 6 am) – 12,929

Injury crashes occurring at night (9 pm – 6 am) – 336,000

All crashes occurring at night (9 pm – 6 am), including property-damage-only crashes – 1,034,000

Crashes at night involving pedestrians – 15,937 (1,937 pedestrian fatalities)

Crashes at night involving bicyclists – 4,204 (204 pedestrian fatalities)

Crashes at all times of day involving animals – 292,000 (165 human fatalities)

Three percent of drivers (1,852) in fatal crashes are killed after swerving or taking an avoiding action to miss another vehicle, object in the road, etc. Another 1.8 percent (1,050) had their vision obscured. ☆

a. Source: U.S. Dept. of Transportation – National Highway Traffic Safety Administration: Traffic Safety Facts 2001 (most recent full report)

Slippery when wet?

by Charles Lyne

Other ageing biking-rockers may be wondering what a classic Bon Jovi album has to do with safe riding, but it's just my eccentric way of introducing my little road safety tip for bikers.

Whenever I approach one of the large 'SLOW' warnings painted across one lane of the road, I usually try to ride across the horizontal bar of the 'L' as that will minimise the time that the tyres are in contact with the white paint rather than the grippier tarmac. Or am I just being over apprehensive? ☆

Foraging in the Forest

Sunday 26 October 2008

by Ray Brooks

Ride leader: David Brazener

Sweeper: Chris Lees

The morning looked wet when nine bikes gathered at the Longford Inn, the briefing was under one of the large umbrellas outside the inn, wipe the saddle off and away we go. Setting off along the A40 towards the never ending road works but turning right towards Maisemore on the A417 to Hartpury, here we negotiated the very muddy Up Leadon with water flowing over the road in many places finally emerging onto the B4215 passing the award winning Three Choirs Vinyard then through the pretty village of Dymock and then past the old stamping ground of the infamous Fred West at Much Marcle then meandering out along the B4225 emerging onto the A40 at Ross on Wye. A nice brisk ride along the dual carriageway before turning sharp left for Goodrich past the 'Old Pile', sorry, Castle, the houses here certainly compliment the castle.

Little Gem - 5

"You may never know what results come from your action.

But if you do nothing, there will be no result."

Mahatma Gandhi





The weather by now had brightened up somewhat for our meander along the River Wye passing such place names as, Kerne Bridge, Upper Stowfield, Welsh Bicknor and Berry Hill. At Staunton the ride turned left near the church with the blue clock face and wound its way through the autumnal forest passing Clearwell (and another castle), St Bravels and onto Lydney where we turned north to Parkend and Blakeney by now I was looking forward to what ever culinary delights there was to be had at the Dean Heritage Centre at Soudley, I was not disappointed the Cheese and potato pie was smashing.

It deemed to start to give us yet another sprinkling of rain but not for too long after wiping the saddle we set off for Cinderford, to Mitcheldean along the B4222 to Aston Crews, Aston Ingham skirting the north side of Newent through Upleadon across the A417 to Tirley finishing up at the lay-by at Apperley.

With a mix of weather but some beautiful scenery and of course the cheese and potato pie I know that I certainly enjoyed the ride that David put together as did the other riders. Thank goodness for jet washers. 🌟

Not my fault?

by Charles Lyne

I expect that almost all our readers will have seen some of the many 'Police, Camera, Action' type TV shows which use video from the high quality cameras mounted in many police cars. These shows frequently feature the most appalling driving, but one doesn't have to venture out very often on our crowded roads, to see similar examples.

If you've ever been cut up by someone, or even had a minor, or maybe not so minor accident, have you wished that you had a similar record of the events, and ideally, proof that your driving was beyond reproach?

Well, now it doesn't break the bank to have such a facility. There are probably dozens of different technological solutions to videoing what's happening around your vehicle.

For instance, for less than £60 (from I want one of those.com) you can buy the ATC2K Action Camera which can record over an hour of VGA quality video on a 2 GB SD memory card, and is small enough to wear on your head (or mount elsewhere in/on your vehicle). But this is probably not the best option, and is limited in its scope.

There are now at least three custom designed systems for recording driving 'incidents': the Roadscan Ltd 'EnvisionCam' and 'RoadCam' and the Pama 'T-eye ADR-3000'.

Both the RoadCam and T-eye record using VGA standard video, which is of limited use if you need to identify a car's numberplate (unless it's right in front of your vehicle), but is adequate for giving a good view of what's happening and recording other vehicles'/drivers' behaviours. The EnvisionCam is a higher quality unit, probably more similar to the police systems.


The systems record video continuously while enabled (usually while the ignition is on) and monitor the vehicle for excessive 'G' forces which indicate heavy braking or an actual impact. When an event is marked, the relevant section of video is marked so that it's not overwritten by other data.

They also incorporate GPS (optional extra on the RoadCam) to record your vehicle's speed and location. And the T-eye and EnvisionCam systems have a rear facing camera recording the inside of the car, so that the driver's actions are also recorded.

The following table attempts to compare the different units' capabilities:

	Pama	RoadScan	
Unit	T-eye	RoadCam	EnvisionCam
Price	£299.99	£297.00*	??
Supplier	Maplin	RoadScan	
Supply voltage	8 - 36Vdc (12/24 Vdc nominal)		
Operating temp.	-20°C to +70°C		
Video	VGA 640 * 480 pixels		2 Mpixel
Frame rate f/s	16	8	8
Sensitivity	Good after-dark recording	1 lux	??
Audio	Y	N?	
Memory	Up to 8GB SD card (2GB inc.)	Internal, not specified	1GB internal
Video before event (seconds)	180 (or 120 or 60)	14	20
Video after event (seconds)	60	6	30
Capture time	over 20 mins per GB	10 events	??
Forward camera angle	170°	120°	??
Rear facing camera angle	170°	n/a	??
Replay of data	Removable card - copy to PC	USB2	USB2/WiFi
GPS position/speed recording	Y	optional extra	Y
Infra-red cab illumination	Y	n/a	Y
Other features	Adjustable trigger sensitivity 3-axis G-sensor recording/playback		Camera activation on door open

*. special 'Gadget Show' price.

 While the RoadScan units can be bought by private purchasers, they are aimed predominantly at the corporate fleet market, i.e. companies with a number of company car drivers of mixed driving ability.

The idea is to install the units in many vehicles so that the fleet manager can periodically review stored data and evaluate incidents (heavy braking, sharp swerves, etc) with the respective drivers so that poor driving techniques can be identified, demonstrated and hopefully eradicated, leading to fewer accidents.

The T-eye, by comparison, is aimed more at private motorists, hence its availability in the popular electronics/gadget chain, Maplin (though at present it's only available from Maplin through their website, and is not in any of their many branches).

I have to admit to actually buying a T-eye system after a minor incident which took off my driver's door mirror. The cost of £225 for a replacement mirror and/or the potential loss of insurance NCD, make the cost of the T-eye look like quite a good investment.

In the unfortunate event of another incident, if it can be used to prove that the incident is wholly the other driver's fault, and can therefore be claimed from their insurance, rather than on a knock-for-knock basis, then it could easily pay for itself.

But what I've found is that it is a significant boost to my quality of driving, especially when I'm on my own. Knowing that the T-eye is sitting there above the rear-view mirror, recording everything that I do, and every transgression of a speed limit, or other misdemeanour, is very much like having a RoADAR tutor sitting beside me.

Main replay screens of the T-eye



I admit that I don't yet do a commentary to it, but it would undoubtedly be good practice if I did.

Of course, the data I collect on the SD card is my private data and I don't need to show it to anyone else unless I choose to. But, having it there constantly monitoring my driving (and that of others around me), I'm always conscious that if somebody suddenly drove out of a side road into me for no apparent reason, I could hopefully prove that I was driving well, and wholly within the law.

The data replay screen of the T-eye (see page 16) has many useful features. The left main window shows the forward camera view with surprisingly good detail, and even at night shows more or less everything that can be seen by eye in the areas illuminated by the headlights (or street lights).

Superimposed on this view is the file name/location, the vehicle identification (optional) and the date and exact time (from the GPS, so very accurate). The right side window shows the inside view, which also has the date and time but not the other data. The inside view is particularly good for showing whether the driver is checking mirrors, doing over the shoulder checks etc.

Below these two windows is an analog representation of a speedometer with a digital readout to the nearest mph, and a compass showing the direction of travel together with very accurate coordinates giving the vehicle's latitude and longitude to a precision of 0.00001° (not sure how many metres this is at British latitudes).

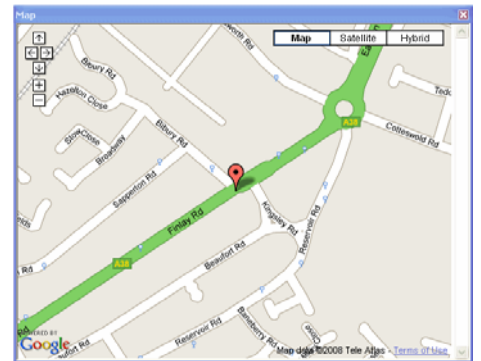
To the right of these is the 3-axis G-sensor showing acceleration/deceleration in each axis of the car. So going over a bump will show on the 'Z' axis graph, turns show up in the 'X' axis, and acceleration/deceleration in the 'Y' axis.

And in addition to all this, there is a further control that can be 'clicked' to bring up yet another window with a time-matched map showing the vehicle's position at the centre of a moving map/satellite view:



It's really quite fascinating to be able to replay a journey, either at normal speed (or faster/slower) and watch the two camera views in conjunction with what appears to be a video from a helicopter hovering above the vehicle.

And the map can of course be shown in street map format as well:



So, in summary, I would rate the T-eye driving recorder (and similar devices) as a significant aid to good driving, as well as being of potential benefit in the unfortunate event of an incident. ☆





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Keep warm & smart

Great quality Glos-RoADAR clothing

The group now has a range of very good quality 'T' shirts, polo shirts, sweatshirts and fleeces for sale to members. All have a smart (but discreet) contrasting RoADAR logo with our URL (internet address) underneath.

The logo on the black garments is in gold, or black on the light grey garments.

The prices are:

Grey T-Shirts	£10.00
Grey Polos	£12.00
Black Sweatshirts	£15.00
Black Fleeces	£17.50

They are available in small, medium, large, XL and XXL.



If you're interested, please contact Phil Baker, our clothing coordinator (motorcycle section) see page 34 (back page). 🌟

The 'T' shirt (with optional large logo):



The sweatshirt:





The polo shirt



The fleece



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Guess where we are going?

Ride-out Sunday 28th Sept. 2008

by Phil Baker

Eight riders graced the start of the ride from Seven Spring on this cold misty morning. An unusual sight of the silver Pan with its panniers (should have had the camera).

The ride started with heavy mist in places turning to fog in others. The roads were damp but mainly clear of undesirables. Lovely quaint Cotswold villages with fog dripping from large cobwebs. Still a lot of nice blooms in the sheltered gardens.

Over to the lakes at South Cerney (heavy fog in places). A little detour was made at one of the large roundabouts near South Cerney. Some riders complained of sickness due to travelling around in circles a number of times (oops).

Over to The Barringtons and Little Rissington near Burford. A very nice selection of country lanes and progressive riding roads, eventually leading to Chipping Norton, Rollrights for the refreshment stop and chat. Very nice Victoria sandwich cake and coffee cake.

David B and Paul B said their goodbyes at this point and went on their way. The second leg of the ride was equally as pleasant as the first. Chris threw a sedate little ford in for good measures. And this year everybody rode it. We then headed over towards Chipping Campden along more picturesque lanes.

Drop down into Willersey and then over to Broadway. Up the dreaded Fish Hill. The Sun is now shining quite bright and the temperature has risen to make it rather pleasurable. We then headed over towards Andoversford via 'C' class and 'B' class roads.

Yet another detour from the main roads was had, to go and visit the Crocodile with the very wet mouth. A quiet little village with its own problems. They have had an undesirable person doing local burglaries. The poster of the man looked rather shifty, a little like the ride leader.

Nearly home now. Across to Withington, along the 'Wee' road to Kilkenny and back to the large lay-by at Seven Springs. Thanks to all those who turned up on the, not so nice start.

David, Roy, Keren, Alec, Paul, John and panniers and the ride leader, Chris for an enjoyable ride out. 🌟

The Glos-RoADAR Christmas Lunch

Sunday 30th November 2008

by Charles Lyne

This was the first time I'd been to one of these and what a nice event it was. Superbly organised by Dave Brazener, it was held at the Apple Tree in Woodmancote. Dave ensured that everyone remembered that they'd booked to come and sent reminders of what everyone had selected from the comprehensive menu.

On the day itself, Lorraine (helped out by husband Steve) ensured that the event was particularly successful by organising a 'raffle' with the most thoughtful prizes (see over - page 22).

Next year (2009), it will be on Sunday the 6th December, at the Apple Tree again. 🌟





Last Chance Ride

Sunday 16th November 2008

by Phil Baker



Met at Seven Springs for a ten o'clock start. Twelve bikes at the start on this very damp overcast morning but it's not raining (yet). Nice to see some old faces and some new ones. With the ride brief over we are on our way. Onto the A435 towards Cirencester

Turn off right through little leafy lanes and over a happy looking fast flowing waterfall at Cowley. Around in a big loop after looking for the runners in the road race but we were probably too late so back down to re-cross the A435. Along very colourful deciduous wooded lined roads and then stop for photos and chat at the old Chedworth aerodrome.

On to the more technical parts of the ride with the option of hitting pot-holes on badly maintained roads or going for the very slippery rotting leaf, mud and grit strips but it's all good practice.

After the bad came the good, out of the valley at Chedworth and up on to the hills and what a lovely backdrop with all the gorgeous autumn colours.

Out towards Bibury with the trout farms in full flow. The River Coln was rather high and was getting a bit of a move on, quicker than the flow of traffic. Along the main street was an oncoming pony and trap with a rather impatient chap following who then decided to overtake the little buggy thus almost pushing one of our chaps onto the pavement, oh well, this is what advanced motorcycling is all about and no mishaps were had.

Now some very nice, progressive riding from Bibury out towards the Barringtons. The rain started to fall at Charlbury, a picturesque place with its train station and the River Evenlode weaving its way through the valley. Only another ten miles or so before the tea stop, so fingers crossed that the wet weather kit will do its job. Even though the rain has joined us, the ride takes us through more Cotswold villages and rural scenery; luckily the roads are better maintained and a whole lot less slippery.

We arrive at the refreshment stop just after noon and everybody still seems in good spirits despite the typical autumn happenings. The question was, shall we have the main meal, the soup of the day or just have a piece of cake from the large selection of flavours and fillings?

Everybody refreshed, and then it's time to be on our way. Some of the chaps had to go their separate ways at this stage but still very nice to see them all.

The rain had now practically stopped so things were looking up for the ride back home. Oops, spoke too soon, at Shipston on Stour it started to drizzle quite heavily. The ride leader had yet more sleepy little villages in store for us as we rode through places like Paxford and Blockley with its famous brick works.

Next the A44 towards Fish Hill, turn left towards the lavender farm near Snowhill and onto 'C' class roads with more wet fallen leaves sprinkled around for good measures. Past the point-to-point horse riding event taking place near the Cotswold Farm Park, it looked like they had a good turn out as well.

Turn right into another pot-holed road but at least the council have had a go at patching this one. We had an intrepid Audi driver show us his overtaking skills on the narrow lanes as he pushed by with few regards; obviously never ridden a motorcycle and unaware of the consequences.

Back onto the main roads and then to the 'goodbye' lay-by just before Andoversford.

The complete ride was approximately one hundred miles with a very good selection of scenery, roads and motorcycles.

Yet again, another super ride lead by Chris Lees but please can we have some more ride leaders so that Chris can have a rest.

Ah well, another two and a half hours washing the bike when we get home. 🌟

Driving in America?

from Charles Lyne

It's probably safest to be on your best behaviour where guns may be carried:

- "He was playing his radio too loud, so I shot him!"
- "I would never have shot him if he hadn't rear-ended me."



- “He practically ran me off the road - what was I supposed to do?” (from a driver accused of murder).
 - “We was dissed!” (from a teenager charged with murdering a passenger in another vehicle).
- Have a nice day! 🌟

“Full of Life”

25th September 2008

by Janty Jones

This large scale event was organised for the elderly. We RoSPA-ROADAR were enlisted by Garry Handley of Shire Hall (makes him sound like a hobbit but he doesn't resemble one in any way shape or form) in order to sell our wares on a stall and promote safer driving to whoever.

We had a short drop off time to unload within the grounds, yes, I got it wrong and went into the players' parking....sorry Andy, I was only a tad late. We then had to divert to Tesco Park-and-Ride (£1.50 for the day – treasurer, please note, I will be claiming). And yes I did park atrociously: well the parking was okay when I had decided; so many to choose from.

The instructions at the Rugby Club were good and precise and pre-packed, care of Garry Handley. We had a good pitch, just inside the main entrance (easier to unload the box of tricks, all sadly homespun). No back screens arrived in time (requested by Andy Curtis from HQ) so once again my gazebo came into play, quite a lot of play as it turned out. I have not set this up for some time and certainly not indoors; 'elf and safety it did not comply....so we gaffer taped a couple of poles together for a back drop with the RoSPA ROADAR banner with the correct website address in situ.

When I arrived, I was greeted by Andy in a hot sweat, he had brought so many old tyres, worn brake drums and yanked/ratcheted off handbrake cables (to sell off at the end of the day) that our pitch needed no spectacles to see what we were about – CARS! (not inconspicuous pads – that was another stall; spare the confusion).

The event was on three floors of the Grand Premiership Kingsholme Rugby Club. Our stall, yes, we are just market traders at such events was between SAGE (Safer Driving with AGE) and IAM. We traded fairly with enquiries, it was obvious who would entice a certain client or not. The IAM stand had only Peter Davies in attendance so I did very kindly offer to cover for him while he took a comfort stop or wander (don't believe a word or photograph you hear!). It was all subterfuge on my behalf.

We were taken very good care of, there was a trolley dolly and an ex-rugby player serving out tea and coffee. The tea had seen at least one leaf in its lifetime but I am assured that the coffee was excellent (passable). It was hot and wet and I'm sorry I winged; ignoble of me.

We did, as we assumed we would, pull in a few members of the general public in to ask about safer driving for their daughter, son, etc. We did have few darling ladies who just wanted to sit down and talk: tell us their life story, they deserved it. At this point it has to be said rather than die of boredom Lawrence decided to give a tutorial on Sat Nav to a lady who professed to be too scared to get into her car and took the bus everywhere! I think he persuaded her to buy one to navigate her front path to the car or was it the bus stop.



Lawrence (don't trust that man an inch he's such a gentleman!) also managed not only to accompany a lady dancer (part of the entertainment) from the park and ride (not an inconsiderable walk), but also managed to acquire time off to go and see the belly dancing extravaganza and said lady! We read the programme, we have the proof.

Just at the low ebb, 2 pm, our knight in shining armour appeared, ta-raaaa, Dave Brazener. Of course did not just come for the free tea and cake, he came to make sure we were behaving ourselves, which we were until that point, and then the photos happened. The camera does lie when it has me in view!

The girls on the door had a very clever machine, a bit like stones for shepherds, one in a bag counts the flock in, theirs just clicked and at 4 pm I went and asked them what the count was. I lost my bit of paper with the answer but it was in the region of 673. I want one of those machines for my house when the boys are at home.

In the last throes of what next, we went to the SAGE stall and played "how many balls?" Guess what, I got it right, now for someone who can't count.... Nige Murray please note, I not only got the number right...

We did request packing up before the end of play, most of the stalls in our area had gone home at 5:30 pm; Garry Handley's dictum was 6:00 pm. He said we would miss the most prestigious people: "Primary Care Trust" but fine by him. We packed up and left. Hand shakes all round.

Lorraine, I will wash and return the polo shirt to you, very many thanks for the loan, no ketchup down the front just a bit of brake dust from Andy's tyres and brake discs. I must buy myself one – soon.

This is just my jolly account; I want a full disclaimer on anything published. 🙄

M/C Tutor Training Day

Sunday 2nd November 2008

by Phil Baker

The tutor training day was held at the Gloucestershire Club. A good attendance from already serving tutors and by others wishing to take on the role of tutor so that they can pass on their skills to others.

The classroom talks and discussions were done very well by Nige Murray (M/C examiner) and Tony Dix (RoSPA M/C Diploma Holder). The buffet lunch was at noon and this was good quality food. Immediately afterwards, outside in the not so warm car park, followed a very polished display of Tony Dix doing the POWDER check of his motorcycle for all to see how professional it can be done on test day and also to pass on to associates.

The afternoon session was out on the road in groups of four doing scenario meetings with new associates and scenario ride so that the art of constructive criticism could be practiced.

The weather was cold and very overcast but everybody seemed to enjoy themselves. We all returned back to the Gloucestershire club at 4:30 pm for a debrief and a nice hot drink.

Many thanks to Nige Murray and Tony Dix and to all those that attended on the day and sorry to those that were unable to make it due to illness, mishaps and other unforeseen circumstances.

Those of you that did miss this very useful training day, there is currently another one being planned for spring 2009 so keep your diaries clear if you would like to attend.

Car tutor training days:

Part 1 at the Civil Service Sports Centre (function room), 7:30 pm, Thursday 29th January 2009.

Part 2 at the Civil Service Sports Centre (small meeting room probably), 7:30 pm, Thursday 26th February 2009. 🌟

Help always welcome

a plea from your committee

If you can spare a few hours, usually at a weekend, volunteers to help man (or woman) our Glos-RoADAR roadshow are always welcome. No particular knowledge is needed, just enthusiasm for road safety. 🌟

A typical event at a local fête:



Severn Freewheelers

A note from your editor

In case you haven't heard of them, Severn Freewheelers aren't a frivolous group of riders based in the Severn Valley, who enjoy going off for a ride wherever the fancy takes them.

They are in fact, a very magnanimous group of advanced riders (and dispatchers and fund-raisers) who are prepared to get up at 3 am, if necessary, to transport blood or other body parts, that a local NHS hospital needs urgent transport for.

One of our Glos-RoADAR members, Tony Dix, is also a Severn Freewheeler, not just any old Severn Freewheeler, but their Training Officer, and thanks to funding from the Severn Freewheelers, has recently passed the RoSPA National Diploma for Advanced Motorcycle Instruction.

Late news just in is that Geoff Brown has passed the 'Advanced Tutor Test', also funded by Severn Freewheelers. Congratulations to both.

So, if you feel inclined to join Severn Freewheelers, you'll be in good hands for the training. Full details at:
www.severnfreewheelers.co.uk 🌟

Little Gem - 7

Good judgment comes from bad experience
(and a lot of that comes from bad judgment)!

Commentary & night driving

report by Nigel Potter

Monday 27th October 2008

The evening saw a good turn-out from the group members at the Cheltenham Civil Service Club. With a sizeable audience, and audience participation, the evening was lively

Little Gem - 6

The journey of a thousand miles begins
with a broken fan belt and a flat tyre!



and informative. It was aimed at providing refresher training for tutors, and other interested members of the group were welcomed.

Excitement preceded the evening's core activity as Group clothing orders were fulfilled and Dave handed out RoADAR fleeces, T-shirts, polo shirts and hoodies (only joking about the hoodies) to those who had purchased them.

The evening began with a mention of the support provided by the examiners in attendance, and especially Chris Ellis for producing the Groups manuals for both associates and tutors.

Janty and Andy had built a car in the meeting room to carry out the cockpit drill. It wouldn't start, but that was no problem as it was only a prop made from chairs and various décor to look like a car. More importantly it was ideal for a demonstration of the cockpit drill kindly provided by our treasurer, Lawrence.

This provided an ideal opportunity for an introduction to members of the group that had not yet met him. All the details of the drill were remembered and included. There was a brief discussion and Janty mentioned the need to work on keeping the cockpit drill brief and concise. In summary, it is the need to demonstrate all the necessary principles of the drill and assure the examiner that they are understood.

Now on to the commentary..... Of course, it is not essential to provide a commentary on test, yet for the purposes of this evening's training, we collectively decided we would.

An outline of the commentary we should be aiming to achieve was provided by Janty. Although the commentary must not compromise the safety or the progress of the drive in any way, it should be done based around



each hazard perceived, and its associated action. The commentary is to be purely about the present circumstance and there should be no discussing anything already history. The commentary starts with the cockpit drill.

Is commentary a general help, or hinderance? The fact is, it doesn't need to be complicated. It "opens the curtains" of the examiner's insight into the processes the candidate is using to form and progress their driving plan. It is generally considered that if making a commentary is too difficult, it is likely to be because either there is too much information in it, or the driving plan is not being developed in plenty of time and is being rushed. Just start with "ahead of me I can see . . ." and the rest will flow from there. Include potential dangers; the "what if....."

Andy kindly provided the technology for the commentary to be centred around. This included some video clips of hazard perception. The first one turned out to be an interesting piece. There were many talking points, and this first video clip was at considerable speed on a fast A road.

The clip started with a bend to the right, and there were no speed signs for the first section. This was the first talking point. At what speed should the driver be travelling given the information show at the start of the video?

"An appropriate speed for the conditions which ensured the car could be safely brought to a stop within the distance seen to be clear" was one answer. This was corrected by the fact that the only national speed limit that applies country-wide until other limits or restrictions are applied (i.e. applies without the need for signage) is 30mph!

The video clip also included some interesting signs:



This one on the A38 between Exeter and Taunton was met with some bewilderment (from me anyway). Beware of hair-grips at the next turn on the right maybe? It turned out to be a right-hand turn which was immediately intersected by another side road. It was not easy stuff! It was a good test of speed and judgement. The video clips could be paused for discussion of any arising issues, and there were one or two!

The commentary needs to include the road conditions and details. Do any of them affect the stopping distance? Not just the road surface, but traffic and weather conditions too. The commentary will demonstrate use of the system of car control. Follow each observation with the necessary action(s). Anticipate as early as possible; then prioritise and decide. Decisions should be based on road-sense, the highway code, and roadcraft's guidance.

There were some useful phrases mentioned that can make commentary easier when used. For example, when travelling past rows of parked vehicles, note possible "return gaps" in case of meeting oncoming traffic.

Note other vehicles' "chassis language" where their positioning indicates their plan. Drop to keywords if it helps (car/pedestrian approach left/right, for example). Generalise multiple dangers: many pedestrians, parked car dangers, etc.

Once the commentary is likely to become repetitive, there is an opportunity to revert to describing the "system" for while. Or perhaps turn the commentary to the road conditions and environment, etc.

We had a few words from Paul Crabtree at the end of the evening. His advice was to have a go at commentary. The examiner will appreciate the effort. They really like to hear your attempt.

A big thank you to Andy & Janty for providing such an informative and lively evening of training. The evening was considered to be very beneficial, and others are being planned.

The only problem that arose from the evening was that the commentary ate it all. There was no evening left for Janty to turn our attention to night-time driving! This will have to be continued 🍀

Night Driving

by Janty Jones

Eyesight - sight is one of our senses; poor or reduced visibility is a problem, this can be reduced by as much as 95% at night. Have your eyesight checked regularly, do not wear tinted glasses or sunglasses, some spectacles such as those with tinted or photo chromic lenses may be unsuitable for night driving do not spray the windscreen with tints. When leaving a brightly lit building allow your eyes time to adjust, this could take a minute or two.

Weather - be aware that reduced visibility also involves weather conditions such as fog, mist, rain, snow, sleet and bright sunlight especially when it is low in the sky.

Can you stop in the distance seen to be clear?

At night you can't see as far ahead as in daylight but try to get help from:

- Illuminated signs.
- Reflective signs.
- Reflectors (cat's eyes) between white lines; cat's eyes help to illuminate the paint restraint on the road, particularly helpful when it is wet or foggy.

Hazards - to be more aware of at night:



- Judging distance and speed from approaching headlights.
- Bright lights on some vehicles obliterate lesser lights, e.g. bicycles.
- Keep a good lookout for pedestrian crossings, traffic lights and other road users.

There are areas of shade and light at night just as there are in the day.

Road surfaces -

- Your tyres keep you on the road.
- Tyre grip is fundamental, it is necessary to understand tyre grip trade off, this is the grip of the tyre split between acceleration, braking and steering, use more of one and you lose another.
- Surfaces - they don't disappear at night, the same potholes, manhole covers, gullies, puddles and areas of debris exist as do the unseen areas of ice, frost patches and water.

Surface materials

- Tarmac or asphalt = good grip when new; when aged they offer less grip.
- Anti-skid surface = shell grip, good on approach to fixed hazards, e.g. roundabouts, traffic lights and zebra crossings, usually coloured may become worn or polished over time.
- Concrete = roughened and noisy ribs good skid resistance, hold water and freeze in cold weather.
- Cobbles = low grip whatever the weather but might cure your hiccoughs!

Weather conditions -

- Rain, fog, snow affect vision in daytime driving these make night driving considerably more difficult.
- Wet or icy roads are less obvious at night.
- A wet surface is more slippery, offering less efficient braking, a longer distance is



needed to stop and there is a greater risk of skidding and aquaplaning.

- Wet roads increase distracting reflected light
- Unlit objects are more difficult to see.

Your vehicle lights - see and be seen.

- Make sure that your vehicle has functioning lights.
- Keep your headlights and tail-lights clean.
- Check all lights before driving off.
- Fix any faults immediately, keep spare bulbs for this purpose.
- Remember that extra weight in a vehicle can alter the alignment of your headlights.
- Interior lights should also be checked, limit their use as they reflect off the windscreen and could cause a distraction. You may need to pull over to use interior lights.
- Carry a torch in case you need to pull over and check the road conditions ahead or read a map.

Using your lights:

- Brake lights can dazzle, don't keep your foot on the brake pedal longer than is necessary.
- Be aware of your indicator lights, use them to help other road users.
- Drive on main beam except on lit roads or when following a vehicle or when facing an approaching vehicle.
- Auxiliary driving lights: front fog lights must not be used to improve the view ahead, except in seriously reduced visibility; rear fog lights should be used when visibility is reduced to 100 metres or less, they will mask brake lights and should be turned off as soon as visibility improves.

Mirrors

- Make sure these are kept clean, temperature drops at night causing condensation or frost.

- While you have the cleaning cloth out, remember your number plates.

Vehicle auxiliary equipment

- Windscreen washer fluid, top up with freeze resistant wash, most night driving is in the cooler seasons.
- Wiper blades need to be changed more often than your tyres - rubber.

Speed

- You should be more alert and aware that you can't safely drive as fast at night as you can in the daylight. This includes driving at dusk or dawn, even in good weather. Keep an eye on your speed; your judgement of speed will be impaired at night.
- Never drive so fast that you can't stop well within the distance you can see to be clear, that is, within the range of your headlights!
- If you can't stop within the range of your headlights, you are driving too fast.
- Allow more distance in front of your vehicle. This gives you a greater braking distance and may compensate for a vehicle following too closely behind.
- Dusk - put your lights on dipped before lighting up time
- Dawn - do not switch your lights off until you are sure you can be seen
- A grey car on a grey road in a grey light is the best camouflage, you may not be seen.

Vision

- Test your eyesight at night, can you still read that number plate at 20.5 metres?

Dazzle

- The intensity of lights can bleach the retina of your eyes temporarily, to avoid dazzle look towards the nearside, do not look directly at oncoming headlights if dazzled by another vehicle's headlights, avert your eyes and look straight ahead, slow down and stop if necessary. You

can flash your own headlights briefly to alert the other driver, but do not retaliate by putting your lights on full beam.

- Eyes right - on a right hand bend your main beam will assist you to see round the bend, a short dip will help you to see if there is an approaching vehicle.
- Eyes left - on a left hand bend dip earlier; your headlights will cut straight across the eyes of anyone approaching you.

Noise

- Keep all noise to a minimum, think of neighbours, sleeping children.
- Don't rev your engine.
- Close your doors quietly.
- Take extra care setting or disarming an anti theft device on your vehicle
- Use of the horn - you *must not* use your horn between 11:30 pm and 7 am in a built up area (except to avoid danger from a moving vehicle).

Overtaking

- Overtaking is more difficult because you can see less.
- Do not overtake if you are approaching a junction, a bend, brow of hill or bridge, pedestrian crossing, road markings indicating double white lines ahead, or a likelihood of a vehicle turning right or overtaking or any other potential hazard !!!!!
- Turn Main Beam on in an overtake only at the point you are passing the vehicle ahead.
- if a vehicle overtakes you dip your headlights as the vehicle passes you.

Following

- Remember the following distance - 2 second rule, keep your headlights on dipped, your headlights should fall just short of the vehicle in front.
- Information from other vehicles is invaluable, brake lights give warning of possible forthcoming hazards and could give information on the *limit point* ahead.

- Trust your own skills and vision though not another driver, they are only offering clues



Parking

- Always switch your lights off when you stop, even for a short while, it is an offence to leave them on when parked.
- Leave your vehicle without side or parking lights *unless* a sign indicates that lights are required, it is better to get it off the road altogether.

Highway code and the law

113

- YOU MUST ensure all sidelights and rear registration plate lights are lit between sunset and sunrise.
- Use headlights at night, except on a road which has lit street lighting. These roads are generally restricted to a speed limit of 30 mph (48 km/h) unless otherwise specified.
- Use headlights when visibility is seriously reduced (see Rule 226).
- Night (the hours of darkness) is defined as the period between half an hour after sunset and half an hour before sunrise.

114

- You MUST NOT use any lights in a way which would dazzle or cause discomfort to other road users, including pedestrians, cyclists and horse riders.
- Use front or rear fog lights unless visibility is seriously reduced. You MUST switch them off when visibility improves to avoid dazzling other road users, (see Rule 226).

226

- You MUST use headlights when visibility is seriously reduced, generally when you cannot see for more than 100 metres (328 feet). You may also use front or rear fog lights but you MUST switch them off



when visibility improves (rule 236 states the same).

Also read rules 227, 228, 229, 230.

Finally - please remember your body clock

Fatigue is a big killer. Plan your route; if it's a long journey then plan the stops as well. Know your driving ability: a stop every one and half to two hours is recommended; you

may need to stop more often at night. Also make contingency plans, a motorway may be closed, so your planned stop at a service station may not be available. Do you have a bottle of water and a bucket in the car? Sorry, I grew up with boats, but take a break, tiredness can kill, as it says on all the gantries. 🌟

The Committee:

(Click on underlined names to send e-mail)

Chair:

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The committee members work on behalf of the whole group. They are always pleased to receive your comments and ideas on any subject. Please give your views (complimentary or otherwise) to any committee member and they will be relayed to, and discussed by, the relevant people.

The newsletter editor is always pleased to consider any articles for publication, which may be of interest to the group. Most document formats can be handled, and email is usually the easiest and quickest way of sending text (and photos). If using a document editing program such as Microsoft Word, please do not embed digital photos, but send them separately, preferably as an exact copy of the camera original without any reduction in resolution (as sometimes offered by email programs). Closing dates for items for publication are the end of the month prior to publication, i.e. end of February, May, August & November.

The views and opinions expressed in this newsletter are not necessarily those of the editor, the committee, the RoADAR Gloucestershire Group, or RoSPA. Neither the editor, the group or RoSPA accept any legal responsibility for any of the contents published.

Group website: www.glos-roadar.org.uk