

DUMFRIES GROUP
OF ADVANCED MOTORISTS

NEWSLETTER

AUTUMN 2002

From the Chairman

Well, that was summer.....here we go again, into the autumn of another year. And once again, I ask myself where did all the time go? However, we can still look back on some of the things that happened during our summer.

For example, I got the chance to find out what it was like to be treated like royalty on the road, with a motorcycle outrider behind and one in front. This all stemmed from the talk we had by PC Jim Cowie of the Motorcycle Unit of Dumfries & Galloway Constabulary. I signed up for the course, which includes a lecture session and an assessed ride out on the road, earlier this year. The lecture evening took place at the end of May and the assessed ride on what I can only describe as one of the wettest Sundays in June. The lecture highlighted things to look out for on the road, and described techniques to help in ensuring "good, safe progress". The assessed ride was broken into two parts, a demonstration and the actual assessment, for which the debrief was given in a warm dry environment. The afternoon was well worth it, and my thanks go to PC Jim Cowie and his colleague, PC Brian Gray for an enjoyable afternoon's riding.

Enough on bikes, what about cars? How many of you check your vehicle as often as you should? Do you do it monthly? Weekly? My wife recently took our car to the Continent, and before she left, I checked it out to make sure it was ready to go. It had been in for a service prior to the trip, and I knew it needed two new tyres, which have since been fitted. What I didn't realise was it also needed a couple of bulbs replacing. (I wonder why that hadn't been spotted during the service, but that's another matter). While I was at it, I thought I would check my son's car. He is away from home at the moment, and isn't using it, although we use it from time to time, just to make sure it gets a run. I found on that occasion that one of the rear tyres was under-inflated.

I think we take it for granted that our vehicles are reliable, and they don't need much maintenance. But just remember, if you don't check it, it could catch you out, and probably when you don't want it to... Remember Murphy's Law, anything that can go wrong will go wrong...

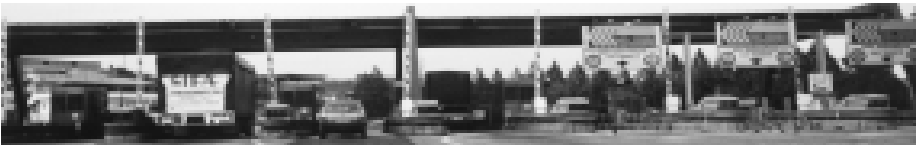
Lastly, I would just like to remind you of the activities organised on your behalf for the Winter/Spring period. Come along, meet other members of the Group, and have a good old chinwag. Don't be strangers!

Congratulations to:

Ian Anderson, Adrian Gibson, Sharon Johnson, Dorothy Muirhead, Matthew Roberts and Margaret Vaughan who have all recently passed the Advanced Driving Test.

The Editor's Bit

Having done quite a bit of driving in Italy I never really found it as bad as the motoring press seem to think. Sure driving is different there; faster, less disciplined and more frenetic but the key seems to be matching your driving to others expectations: unfortunately their expectations are not what we are used to! Apart from only having road cones, even on motorways, the size of a rolled up newspaper, a severe lack of patience, an 'aptitude' for making progress even on the most congested of roads and an apparent lack of respect for safety and the law there is a certain thrill in seeing if you can successfully complete your journey unscathed in the face of adversity.



I often reflect on those drivers I saw wearing T shirts with the seat belt printed on them to avoid the risk of being pulled over by the police! I also remember once being instructed, by a company director, to remove my seat belt when sitting in the passenger seat of his Mercedes. We were weaving our way up to a marble quarry near the top of a mountain, I'm not sure if it was a religious thing, as he kept advising me to trust in God, or maybe he did not want to lose face with his mine workers who were driving downhill in gigantic trucks just inches (or should it be centimetres) away from us, on my side were often unguarded sheer drops hundreds of feet deep.

Perhaps the Italian way can be summed up by my (Italian) brother in law's view of motorway driving. He frequently drove with the engine screaming at top revs then, when pulling in at the services asked for the car to be filled with fuel, ordered an oil change then headed to the bar where he ordered a vodka, raised his glass and pronounced "petrol for the car and vodka for the driver"!

Our country although having its own motoring perils does not seem to suffer quite the same day to day motoring problems as said brother in law. Roberto's car disappeared just a couple of days after opening his new restaurant; naturally it was somewhat inconvenient for him having to make alternative arrangements to collect his supplies over the next few weeks, however things were looking up by the time almost 6 weeks had gone by as that was the period his insurers waited before paying up. Imagine his distress on opening his shutters early in the morning to find his car had re-appeared overnight, in his parking place, but in pieces! The Mafia, allegedly, had seen fit to issue a 'protection' warning by removing, storing then dismantling the vehicle before returning it to him just before the insurers were due to pay up. The funny thing was nobody saw or heard a thing during the night when it was returned!

40% of road markings in UK are not up to standard!

The Road Safety Markings Association has tested the road markings on a 1000 km sample of roads in Scotland and England for compliance with a new European standard. The results show that around 40% of road markings fall below the minimum retro-reflectivity level and there is little difference in performance between the various classes of road with motorways and A roads fairing equally badly.



You may well have noticed an increase in signs on our roads warning of slippery conditions. Many of them were erected following testing of road surfaces for skid resistance, a cheaper solution than resurfacing a poorly performing road. Although

the UK have revised standards for new markings there is no valid maintenance standard, as yet, for existing road markings. Some may speculate that in the future testing for compliance with a future road marking standard may lead to yet more signs on our roads, this time warning of poor road markings!

Obviously poorly performing road markings can have safety implications for drivers, but forearmed with the knowledge of their likely overall condition an educated driver's performance may benefit, especially whilst driving on unfamiliar roads.

Gone but not forgotten

Does anyone know the whereabouts of the Quiz Trophy? It seems to have gone missing so if you have any information which will help track it down could you please let Helen Cameron know.

Roundabouts as others see them

I hear that North Americans visiting our neck of the woods are very anxious about driving on our roads, not just because we drive on the wrong side of the road but apparently we have a lack of signs(!) and rely much more on markings painted on the roads. The biggest problem however seems to be the thought of negotiating a roundabout.

Apparently a driving handbook on sale in Canada even singles out The Whirlies Roundabout, East Kilbride as a 'maelstrom of motordom' and defies any tourist to survive the experience of negotiating it with tranquility intact and without screaming.

It goes on to describe it as a place never more descriptively named. It does, of course, also confirm it as not really unusual but a thoroughly typical British roundabout (or as North Americans call them: a traffic circle).

The same book goes on to say the British love them because they keep everyone moving and thus save lots of time, frustration and energy. However apart from the practical considerations, the author considers there is a deep cultural significance in the British roundabout. He goes on to speculate on the significance of Stonehenge's circular shape, the mysterious phenomena known as crop circles, round barrows and even refers to modern witches who apparently still sometimes dance naked at midnight around the circular hilltop of Silbury Hill.

He asks if roundabouts are a manifestation of ancient mystical forces latent in the British psyche and explains how they can be terrifying for the poor, bemused tourist from North America. He sees them as certainly the biggest single challenge facing the tourist driver.

Perhaps we should spare a thought about this when observing our next associate through the rigours of the Dumfries bypass but then again maybe not!

The book? - *Driving In Britain; By Robert A.C. Lockhart*

Help at hand

Did you know that the IAM publishes fact sheets to help promote safer and more enjoyable driving?

They cover such topics as: Successful Towing Techniques, Driver Fatigue, The School Run, Scooter Riders and their Safety, Personal Safety on the Road, Winter Driving, Holiday Driving, Driving at Night, Use of Mobile Phones, Greener Driving, Motorway Driving, The Older Driver and Driving Abroad.

They are all available from the IAM (020 8996 9600) or through their web site.

Membership renewal

Included with this Newsletter is your membership renewal form, it would help the Treasurer if you could deal with your renewal as soon as possible.

Speeding Control

January 1896 saw Walter Arnold of East Peckam in Kent become the first person to be successfully charged with speeding in the UK. He was fined one shilling for driving at 8 mph in a town where the limit at the time was 2 mph. He was caught by a policeman who gave chase on a bicycle!



The police spent the next 100 years pursuing speeding motorists using a variety of methods but today they have over 6000 roadside speed cameras together with mobile units at their disposal with more to come in the next 2 to 3 years. The Government expects to triple the number of speeding fines issued per annum by 2004 to 3.5 million. Each fine is usually £60 and 3 penalty points on your licence (or up to £2500 and 6 points if convicted in court) so that's a total revenue of £210 million in the year 2004.

There are numerous types of speed detectors but the main roadside unit is the 'Gatso' the grey or now sometimes brightly painted box on a pole. Inside this roadside camera unit is a radar speed detector linked to a camera and flash gun which is set off when a passing car exceeds a preset speed set for the particular location. Not all speed camera units actually have a camera in them but you cannot tell because they all have active radar detector/flash units. The camera film has 600 frames and on a busy urban road, this can be used up in a couple of hours!

New cameras on the market can store thousands of images digitally on a hard disk instead of film with the ultimate intention of making the images accessible via a network thus allowing a computer to compare the vehicle details with the DVLA database and send out tickets entirely automatically.

One of the new camera systems now in use can already deal with offenders automatically for instance some of our motorways have been using the SVDD (Speed Violation Detection Deterrent). It measures a vehicle's average speed using infrared cameras linked to a computer with a number plate recognition system. This system can send out Notices of Intended Prosecution without human intervention and apparently has the potential capability of producing 60,000 speeding tickets per hour.

S.V.S. THE BASICS OF POSITIONING

It was in the early seventies that I was very fortunate to have associations with former instructors from Devizes Police Driving School in Wiltshire and it was from them that I learned the basics of positioning as taught at that school. Other police driving schools use variations of these principles but, over some 30 years or so and a number of advanced driving courses, both taken and given, these principles on positioning have proved so eminently sound that I am surprised they have not been more widely publicised. Perhaps it is the natural modesty of Westcountry people which lets them down.

The main key to everything we do in road driving is, obviously, **safety** since that was the motive for better driving techniques being introduced in the first place,

initially to the police in the 1930's and then to the general public in the middle 50's. In this respect we use *lateral positioning*, essentially in our half of the road, to provide an increased measure of protection against potential accident situations. But there is no use seeing and dealing with the problem at the last minute, so getting the **view** ahead has to be almost equally important, because the further ahead we can see the further ahead we can also plan. In fact it is often said that observation is the baseline of every thing which happens in road driving.

This juxtaposition between safety and view is, not infrequently, a pull-me, push-you affair and can lead to interesting dilemmas because it is no good positioning for view if that is simultaneously putting us into potential danger. So the art is always getting the view to enhance safety, not to degrade it. The relationship between safety and view can often be thought of as a love/hate relationship with one particular exception in the following position. Here safety and view are always in harmony; the further back you go the better the view past the vehicle ahead and, in parallel with that, the greater the safety zone.

The third element is positioning for **stability**. This relates to minimising the lateral forces on a vehicle and is only considered when positioning for safety and view have been cleared up first. There is often confusion amongst motorcyclists on this point which has led some of them changing the order to **safety, stability** and then **view**. However this seems to be based on a misunderstanding of the relationship in this context between safety and stability, which are probably the two key words in a motorcyclist's dictionary.

Although positioning for stability comes into it's own in performance road driving it does have a value at lower speeds and even in built-up areas (BUA's) i.e. 30 mph zones, where the lack of small weight transfers due to steering changes can make a passenger's ride just that much smoother and more pleasurable.

Now let's examine the basic principles and look at how they are put into practise. In the first instance the concept of safety, view and stability was evolved for dealing with bends but, in my experience, it is equally applicable to all moments on the road. Bends are assumed to be 'closed', that is to say the hedge line comes straight up from the edge of the road and there is no view across bend.

RIGHT HANDERS: The major problem on safety for right hand bends is opposing traffic going wide on their exit and potentially intruding on our half of the road. Looking at most drivers behaviour combined with the design characteristics of vehicles there is a high tendency for vehicles to go wide of the intended steering line. So positioning for safety here means being away from that threat and in to the nearside which, co-incidentally, improves view as well and therefore enables us to see and plan further ahead into the bend. Apart from an earlier view of any static

hazards, it also enables us to look right up into the limit point. This, in turn, enables us to get that extra edge on when the limit point is starting to move away and therefore just that much earlier indication that the bend is opening out.

Looking at positioning for stability, obviously the shallower the line taken though a bend the less the lateral forces acting on the vehicle and the less it is getting near its 'limit of traction'. Taking a nearside position for right handers compliments this.

So in the case of right handers we position to the nearside for SAFETY, VIEW and STABILITY but with one important proviso and that is for blind junctions or exits on the left on the immediate approach to the bend. It does not make sense to be positioned close to these because of the danger of emerging vehicles or cyclists. Other nearside side dangers to be aware of are gravel and debris. In these instances we must sacrifice our position for SAFETY. This means we modify the criteria for the right hander to, 'position to the nearside for SAFETY, VIEW AND STABILITY, - subject to SAFETY'.

The Highway Code now gives some advice on positioning for bends (Para 136) and, indeed, suggests keeping well to the left for right handers. Unfortunately it does not provide the equally important safety proviso of keeping away from nearside dangers on the approach to such bends which could lead drivers or riders into just as much danger as the one they are trying to keep away from in the first place. You can't have one without the other.

LEFT HANDERS: Here the positioning can be more controversial and has to be executed with even more care than for right handers. By their nature L/h bends are tighter, the view more restricted and the view to our side of the road opening up last. There is principally no harm taking an off-side position just inside the centre-line and this would obviously be for VIEW and STABILITY. But there is also a potential area of conflict with on-coming traffic overstepping the centre-line in the middle of the bend. Some drivers or riders will approach a right hand bend too fast and turn in too early to flatten the curve. This will often lead them over the centre-line and also give the wide exit line we were talking about before.

So in positioning for left handers it is crucially important to anticipate the possibility of on-coming traffic being over the centre-line. However generally there is not too much problem because they are generally over the line for an equal distance either side of the apex of the bend and we would be turning in almost at the point where the curve starts. Never-the-less we must be prepared to sacrifice our position in the event of potential conflict with on coming traffic. So positioning for left handers is for VIEW and STABILITY, subject to SAFETY.

This article deals with the basics of Safety, View and Stability purely in relation to bends. There are wider and fuller aspects and these are dealt with in the original

article **S.V.S – The Keys to Positioning**, which is available either as a Word document attachment to an email (driving@ntlworld.com) or by sending a stamped addressed A4 envelope to Nigel Albright at 487 Topsham Road, EXETER, EX2 7AQ
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Thanks to Nigel Albright of Exeter and Torbay Advanced Motorists for this article.

Secretary's report

We are now at the beginning of a new programme so I hope everyone has had a good summer and is raring to go.

At present we have 66 full members with 6 associates having passed their test and hopefully they will become involved in our group. We have 11 associates currently under training with a further 11 on the waiting list. There are 2 Honorary members of the Group.

The latest course has been held over summer nights which has been great as far as light is concerned but more of a problem from a holiday point of view. I would like to thank the associates and observers who have been involved in keeping me informed of their arrangements.

Ian Macrory, Valerie Wilson and Martin Thompson are all doing their Senior Observer retests and hopefully Graham Watson will also take his test soon. This is to suit the requirements of the new Observers Rules which came into effect on 1st January this year. Until this happens we are unable to train new Observers, so I hope all our members who have expressed an interest in observing will be ready when the Senior Observers are in place.

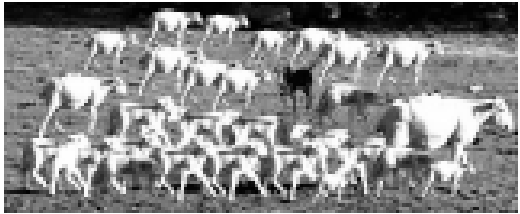
The BP. Inter Group Competition is being held at Tulliallan Police College on Saturday 14th September. Ian Macrory is our representative and I'm sure he'd be delighted if we could muster some support for him. I'm told it is a good day out. The competition comprise 4 rounds: 1. Road drive 2. Manoeuvrability. 3. Written paper. 4. Skill or "mystery" round. If you are interested in supporting Iain and the Group then please let me know so we can share cars.

October usually proves to be a busy month as we are hosting a 3 way quiz and also defending our 10 pin bowling title. If you would like to take part in either of these events then please let Iain Norel-Wilson know.

Last year our numbers at meeting nights were better than in the past but there is loads of space for more so hopefully we will see lots of members supporting this years syllabus.

The Good Shepherd

Once upon a time there was a shepherd watching over sheep from the edge of a quiet road. A brand new 4x4 screeches to a halt next to him. The driver, a young man dressed in a city suit and sunglasses, gets out and asks the shepherd "If I work out how many sheep you have, will you give me one?"



The shepherd weighs up the young man, then after looking at the sheep grazing on the hillside agrees.

The young man hooks up his notebook computer to his mobile phone, connects to a satellite site, scans the ground then prints a lengthy report on his 'state of the art' portable printer, then after a few telephone discussions with his colleagues back at the office, announces that the shepherd had exactly 2031 sheep.

The shepherd confirmed he was correct and tells him to choose a sheep, which the young man puts in the back of the car.

The shepherd looking at him then enquires if he were to guess the young man's profession would he return the sheep? The young man agrees and after a little thought the shepherd announces; "I think you are a consultant!". "Correct but how did you know?" responds the young man.

"Very simple," answers the shepherd "Firstly, you come here without being asked. Secondly, you charge me a sheep to tell me something I already knew. Thirdly, you don't understand the first thing about my work; because you took my dog!"

Licenced to tow?



Since 1 Jan 1997 newly qualified drivers have been issued with licences limited to Category B (car/ light vans) this has the effect of potentially making the driver unlicensed to tow a trailer.

Generally drivers require a B+E licence to tow caravans or trailers over 750 kg so if you want to tow a caravan but only passed your test since 1 Jan 1997 then you may have to pass a practical category B+E test (car and trailer). The test lasts around one and a half hours and is conducted at a DSA large goods vehicle testing centre.

What the USA get today we get tomorrow?

I spotted on the Internet that a car rental company in the USA have been charging customers who exceed the speed limit \$150 fee per occurrence; this is nothing to do with enforcement by the authorities rather the money has been going straight into company coffers.

How was this done? Well it seems technology is the answer, all their cars are fitted with GPS (Global Positioning System) used with a tracking service primarily to locate stolen rental cars, this notifies the company when the car has crossed into another country or state and even can disable the car remotely. The company however was also using the system to identify customers who exceeded the speed limit; the first most customers knew about this was when they spotted the extra charges on their credit statement.

In court the company was ruled to have acted outwith the law because they did not notify customers correctly about these potential charges however the practice of monitoring customers movements was judged acceptable. Presumably providing they notify customers correctly then, in the future, they could legally apply such charges.

For all you renters of vehicles in foreign places (and no doubt soon in this country) you have been warned.

Slow down - it's too noisy

The M77 in Glasgow has been judged as one of Britain's noisiest roads according to the United Kingdom Noise Association who are calling for speed limits to be reduced where there are noise problems from roads passing through residential areas. They have also called for the Government to accelerate the quieter surfacing programme which is due to cost £50m over 10 years and will involve the Highways Agency resurfacing 60% of its network with low noise materials.

Data Protection Reminder

Please note that details of all Full Members and Group Associates are held by The Dumfries Group of Advanced Motorists on computer and these details are used solely for the running of the Group.

The Data held will not be sold, lent or made available to anyone other than Group Committee Members, Course Coordinators, Observers or other Group post holders in performance of their roles within the Group.

Should you wish for your details not to be held on computer by the Group please inform the Secretary who will arrange for them to be deleted. In this event whilst you will remain a member of the Group, subject to payment of the Group fee, it may not be possible to distribute Group communications, for instance Newsletters. Any queries then please contact the Group Secretary.

OBSERVER'S CORNER

A safe following distance

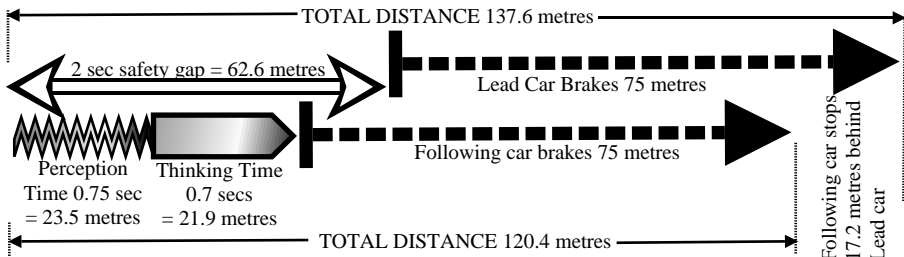


Have a look at the photograph - nothing unusual here except of course if these cars were traveling at around the National Speed Limit then they were probably too close!

Have you ever been asked by an associate or even considered yourself why PYADT and the Highway Code (HC) suggest a gap of two seconds (minimum) and why does it work?

Firstly lets consider two identical well-maintained cars driving at 70 mph on a level, dry road in good surface condition and lets assume there is a two second gap between them. From the table in HC105 we can see if the lead car were to stop it would take some 75 m to brake to a halt. The following car would also take the same braking distance however it could not commence to brake until the driver thought about what to do and moved his/her foot to the brake pedal. This is known as the thinking time and typically the Highway Code assumes a time of about 0.7 seconds (see also Roadcraft p68) in order to calculate the thinking distance. At 70 mph a vehicle is moving 31.3 metres per second so in 0.7 seconds it travels approximately 21 m, nearer 22 m in fact. The two-second gap between the two cars before any braking commences equates to 2×31.3 or 62.6 m.

Importantly however it seems thinking time only applies once the driver has seen that the vehicle ahead is braking so we have to add time for the following driver to perceive what is going on. There maybe some argument about just what the HC thinking time includes but for this exercise I'm going to assume an average of perception time of 0.75 seconds. In accident investigation circles it seems a total time to perceive, react and act of around 1.5 seconds is taken as a minimum.



From the sketch we can see that by keeping a two second gap then the following car can stop clear of the lead car so you may feel confident that keeping a two second gap you will keep out of trouble. NOT NECESSARILY SO except in ideal conditions because everything conspires to reduce this safety buffer. Apart from the numerous factors such as the variable speeds of reaction between different drivers and differing road conditions etc the two second rule will fail you if the lead vehicle were to stop more quickly which might happen if it struck another vehicle, debris on the road etc or as in the photograph there was not a safe gap between the lead car and the one in front of him. This highlights the need for observation well forward of the car in front.

Finally if you were to take a look through the 'New Car Tables' in a publication such as 'What Car' you will be able to see that there is a considerable variation in the 70 – 0 mph capabilities of the many models of car on our roads which could soon eat into the margin of safety shown in the example above. Many cars take in the order of 50 – 60 metres to come to rest but there are some with stopping distances only a little over 40 metres whilst others take over 90 metres; remember of course these are optimum stopping distances in test conditions. It is not just the more expensive cars which have the best stopping distances; consider a Mazda 323 (42.4 metre 70-0) being followed by a Mazda Demio which takes 94.4 metres to come to a stop from 70 mph!

All this serves to remind us that the two second rule is not a target but a minimum and to preserve safety you may consider it will need to be increased probably just about everywhere except in optimum conditions.

Where exactly does a dual carriageway start and finish?

Some interesting questions arose recently following an observed run and they related to just where does a dual carriageway (and the consequent change in speed limit) start or finish?



Are you allowed to build up your speed from the start of the centre cross hatching immediately before the central reservation or is this still single carriageway? What relevance do the two-way traffic warning signs have - do they denote the actual change from dual to single carriageway or give ad-

vanced warning? What happens where the dual carriageway finishes? Next time you drive through the dual carriageway at Collin for instance why not have another look at the signs, noting their positions.



Without spending hours of research the answer of course is that, in law, the speed limit changes at the point the central reservation starts/finishes. Although you may not face the full might of the law for gradually increasing speed through the area of cross hatching to match the expectations of following traffic you should remember that more times than not there is a following car attempting an overtake travelling at 70(+) mph well outside the start of the central reservation and often encroaching over the centre cross hatching; similar situations of course also arise at the end of dual carriageways. Matching the following driver's expectations in those circumstances would be wholly inappropriate.



New cars built to order in three days!

The future of new car buying is set to change, instead of waiting possibly for weeks for your new car or accepting a specification/ colour not quite to your preference new cars will only take 3 days from order to delivery. That is if The 3 Day Car Project bringing together researchers from Bath and Cardiff Universities in partnership with major motor manufacturers comes to fruition.

The system is likely to revolve around computer communications where the details of your required car can be fed direct to the factory. Mass produced cars only take around a maximum of one and a half days to create and bolt together leaving a day and a half for delivery and a bit spare for slotting the work into the schedule. To meet a three day target may of course mean opening perhaps smaller plants in local markets to deal with the extended delivery times to areas remote from the market place, this is probably unlikely although most major manufacturers are actively working on the concept of these systems.

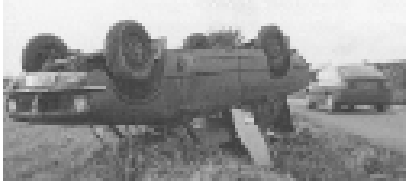
In reality you might expect to see in the next couple of years manufacturers offering vastly improved order/ delivery periods of say just a couple of weeks which will not only allow the customer to choose the exact specification he requires but will also result in potentially huge savings for the manufacturer who builds to order rather than for stock.

Did you know?

95% of vehicles when checked have incorrectly adjusted head restraints.
70% of people involved in motorway accidents complain of whiplash.
Every day in England and Wales over 1000 people are breath tested.

How safe are our roads?

Did you know that two out of every three deaths on our major roads outside built up areas are on single carriageways?



Did you know that every year in the UK some 500 people die from hitting roadside hazards such as trees, lamp posts and signs?

Research has also shown that the four major killers on roads are head-on crashes, accidents at junctions, collisions with pedestrians and cyclists, and vehicles striking roadside objects.

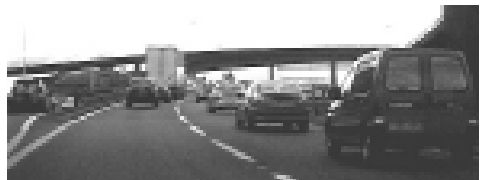
EuroRAP (European Road Assessment Programme) have assessed the safety record of stretches of road in the UK, Netherlands, Spain and Sweden and rated roads outside built-up areas for the risk of traffic accidents that cause serious injury and death. Their results also highlight improvements that could be made to reduce the likelihood of an accident or to reduce the consequent effects. The objective of this research is to identify major safety shortcomings which can be addressed by practical improvements together with longer term design influences to reduce risk.



EuroRap is a sister programme to EuroNCAP, the programme that crash tests cars and awards a star rating for their safety performance. Roads with the lowest accident/ injury records are awarded 4 stars whilst roads with poor safety records are awarded no stars. In a similar way roads are awarded a star rating depending on the safety record. This is the survey that concluded that the A889 near Dalwhinnie was the UK's most dangerous section of major road.



In our area the A75 and A76 have been awarded 3 stars, the A74/M74 given a 4 star rating whilst the A701 (Dumfries to Moffat section) was awarded 2 stars. If you want to see what star ratings have been issued to other roads in the UK you will need to visit www.eurorap.org.



This newsletter was published by the Dumfries Group of Advanced Motorists; more details of our activities can be found on our web site at:

www.iam.org.uk/groups/dumfries

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