



# ADVANCE

Winter 2005

Competition Issue

*The official newsletter of the  
Dumfries & Galloway Group of  
Advanced Motorists & Motorcyclists  
Winner of IAM 'Group Newsletter of the Year 2005'*



**STEERING A COURSE FOR SAFER  
DRIVING AND RIDING**



## Group Committee Members for 2005/06

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Vice chair, M/c coordn'tor Chief obs m/c	<b>Graeme McColm</b>
Secretary	<b>Helen Cameron</b>
Treasurer	<b>Allan Graham</b>
Publicity & Events	<b>Scott Anderson</b>
Minute Secretary	<b>Anne Lind</b>
Car Associate coordinator	<b>Peter Dodds</b>
Newsletter Distribution Committee	<b>Andrew Bird</b>
	<b>Charlie Allman</b> <b>Ryan Fingland</b> <b>Andrew Hastings</b> <b>Russell Wears</b>

To e-mail any member of the committee, please  
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*This newsletter was published by the Dumfries & Galloway Group of Advanced Motorists & Motorcyclists.*

*More details of our activities can be found on our web site at:*

[www.iam.org.uk/groups/dumfries](http://www.iam.org.uk/groups/dumfries)

*Contact the Group Secretary:*  
[dumfries@groups.iam.org.uk](mailto:dumfries@groups.iam.org.uk)

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### Disclaimer:

The views expressed in this newsletter are those of the contributors and not necessarily those of the Editor, Group or the Institute of Advanced Motorists, to which the Group is affiliated. ....Registered Charity No. SC 023511

## What's on? (check latest news at: [www.iam.org.uk/groups/dumfries](http://www.iam.org.uk/groups/dumfries))

Monday 12 December: **Table Top Rally.** Come and support this popular annual event.

Monday 9 January: **Annual Quiz: Motorists v Motorcyclists** - all welcome (A change to our published event due to circumstances outside our control)

Monday 13 February\*: **Site visit to Dupont Teijin Films.** Members should use the car park on the right hand side just before the security gate then assemble at the security gatehouse for 6:50pm. By car sharing a small convoy of cars can then be lead up to the plant. Names must be given to Helen Cameron in advance so security passes can be arranged.

Monday 13 March\*: **Site visit to Penman Engineering.** Meet at Penman, Edinburgh Rd, Heathhall 7pm. Names of those wishing to attend should be given to Helen Cameron in advance please.

Meetings start 7:30 pm at Dalston House Hotel, Dumfries - unless marked \*

## Road Safety Competition

This edition of our Newsletter sees us trying to interest more members of the public in Road Safety. To this end we are running a competition with a £50 prize. Any resident of Dumfries & Galloway can enter the competition, but only non-members of the IAM are eligible to win the prize.

Entrants need to visit our web site: '[www.org.uk/groups/dumfries](http://www.org.uk/groups/dumfries)' where a larger version of this picture can be found. Contestants are required to study the picture, then list all the driving and riding hazards present.

Details of how to enter, together with full competition rules, are on the web site. The closing date for entries will be 28 February 2006 and the winner will be announced in the next edition of this Newsletter.



**STOP PRESS: The Group's proposal to change its name to better reflect its activities has been approved by the IAM. We are now known as: Dumfries & Galloway Group of Advanced Motorists and Motorcyclists.**

## The Chairman's comments - Alan Jones

I am pleased to be able to tell you that the efforts by the Dumfries Group to improve the presentation of our Newsletter has been recognised at a national level. Ryan Fingland and Charlie Allman, who represented our Group at the National Conference in October 2005, were both surprised and delighted to be the first to learn that we had won the Award for the Best Newsletter. The latest edition of the Advanced Driving magazine shows a picture of Ryan being presented with the Award by Vince Yearley, the IAM's Press Officer. We should be proud that out of the 210+ Groups in the UK, many of whom are much larger than Dumfries, the IAM has chosen to recognise our efforts so publicly. As well as benefiting from the prestige, the Award comprised of a cheque for £150 and an engraved silver salver dish.

We plan to spend the £150 by sponsoring a hazard awareness competition in this Newsletter over the next year. This edition represents the first of the competitions and we hope this will encourage members of the public to take an interest in road safety in general and the Dumfries & Galloway Group of Advanced Motorists and Motorcyclists in particular. The silver salver dish was presented to Graham Watson as a tribute to the effort he puts into this, and every other edition of the Newsletter, to make it the best in the UK.

I am also pleased to tell you that the Manoeuvrability Event we held in September 2005 was a success. We learnt a lot from organising the Event and we have gained valuable experience, which will make running the event next year much easier. Jim Hunter had a near perfect drive and his name will appear as the first recipient on the Manoeuvrability Challenge Cup. Special

thanks go to Graeme McColm and his team for collecting and laying out the cones to create the course as well as to members of the committee who acted as stewards on the day. I hope you all saw the publicity we received in The Standard and The Galloway News about the Manoeuvrability Challenge. We have a DVD of the event, thanks again to Graham Watson, showing Members competing in both the car and motorcycle manoeuvres. Copies of the DVD can be obtained from our secretary for a small cost (see P 5)

The next 2 years are important for the Dumfries Group. 2006 represents the 50<sup>th</sup> Anniversary of the IAM while 2007 marks the 30<sup>th</sup> Anniversary of the founding of the Dumfries Group. We want to celebrate both occasions and gain as much support for our Group as possible. We hope not only to break the 100 Member barrier but also be well on the way to achieving 200 Members by the end of 2007. You will see later in the Newsletter some of the events we are planning for the IAM's 50<sup>th</sup> Anniversary.

Before I bring this report to a close let me welcome our new Members, both motorists and motorcyclists, who have passed the IAM Test since the last Newsletter in the Summer edition. Helen Cameron has mentioned these Members by name later in this Newsletter, so all I will say here to each of you is, congratulations. We hope you will gain more enjoyment from your driving and riding, and as a Member of the Dumfries Group, we hope you will become an active member and in time consider training to become an Observer so that you can pass on your new found skills to others.

Finally, let me say thanks once again to our sponsors for helping reduce the cost of this Newsletter. This support is important to us and it does help to make a difference to the work we do in furthering the aims of road safety throughout Dumfries & Galloway.

## **50<sup>th</sup> Anniversary Celebration**

IAM H.Q. is planning a series of events at a national level to celebrate this great achievement. You will have read a little about this in the latest edition of the Advanced Driving Magazine, however, I just to give you a flavour of these events here in this Newsletter.



Some of the events the IAM are planning include, a Road Safety Conference in London, Members Days held through-

out the Country, a 50<sup>th</sup> Anniversary Film and events which will include Members of both Houses of Parliament.

In addition we will shortly see the launch of a new IAM logo to mark this special occasion. The logo is shown above and the IAM will begin to use this in 2006.

I think you will agree that it is an eye-catching logo, which will hopefully create some interest among members of the public.

At a local level we are reasonably free to pursue our own activities, although IAM H.Q. are providing some guidance. Among the ideas that have been considered by your committee are: giving demonstration drives and rides to influential figures in the community, providing free assessment drives and rides to members of the public, inviting members of the public to participate in the Manoeuvrability Challenge and offering a special concession to young drivers and riders to enrol as Associates. Clearly we still have many ideas to discuss before we firm up our plans, but first I would like to invite every Member to let us have your views on what you think may be a good idea and the committee will try and incorporate them into our plan.

### **Motorcycle Section News**

Please would all motorcycle Associates and members with an e-mail address send an email to Scott Anderson so that we can keep you all informed of the monthly runs and other motorcycle events. Scott's e-mail address is [porg@195churchstreet.freeseve.co.uk](mailto:porg@195churchstreet.freeseve.co.uk). Thank you.

As this year draws to a close the number of active Associates on our books has dropped to four. We are asking all of our motorcycle members to please try to recruit a new Associate into the group for the new year.

### **What's missing here?**

The photograph here shows temporary roadworks. Something is missing from this traffic control set up, can you spot what's wrong?

Clue: it is something the driver of the camera car might be looking for on approach to the red light.



### **A message from the Car Observer Coordinator - Peter Dodds**

I'm new to this post and my aim is to be a link with, and between, Associates and Observers. Feel free to contact me (see P1); my message is simple:

**\*Associates** - please keep in touch with your Observer. Be proactive, it is important that you tell your Observer if you can't make an appointment. Keep practising between observed drives. Let me know if you have any problems.

**\*Observers** - please keep me acquainted with the progress of your Associate(s) from time to time, especially if you need any help.

**\*Senior Observers** - please let me know the result of progress drives and inform me when you recommend an Associate to apply for a test date.

## Dumfries Group manoeuvres into position

In September the Group held our first slow speed manoeuvrability challenge competition. The competition took place at Heathhall Industrial Estate with the blessing of Tom Telfer, the manager of Evans Easyspace who said his



company was pleased to support activities which promote road safety. The cover photo was also taken at the event.

The Group are looking for ways to increase public participation in events to celebrate the IAM's 50<sup>th</sup> Anniversary in 2006. We intend therefore to open up the manoeuvrability challenge next year to members of the public.

Alan Jones, Chairman said "This is the first time the Group has done anything like this and we wanted to see how difficult it might be and learn lessons for when we roll this out to the general public. It took a lot of planning and so thanks must go to the Committee who all pulled together to make this event successful. The motorcycle Section also took part on the day so we had two simultaneous manoeuvrability challenges taking place, which really motivated the members."



"Everyone enjoyed themselves and some members were even queuing up to have repeated attempts in order to improve their skill. We found it a good way to allow members to practice manoeuvres in a safe environment, which is something we often find difficult when on the public highway. We are now looking forward to next year's Challenge."



The challenge was won by Jim Hunter with a near perfect score (Shown here being presented with the winners cup) and runner up was Anne Lind.

A 14 minute DVD of the event is available at the nominal cost of £2 + £0.50 p&p (just £2 if you collect it at a meeting), contact Helen Cameron to place your order.



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## **North Wales Police Cars are first to take IAM Livery**

More than 300 vehicles in the North Wales Police fleet are to be liveried on both sides with the Institute of Advanced Motorists (IAM) logo; the first time that the IAM logo has ever been adopted for use by a police force.

North Wales Chief Constable Richard Brunstrom initiated the unique bi-lingual livery to mark a new partnership between the IAM and North Wales officers holding the standard response police driving qualification. Police cars will be rolled out with the new livery from December onwards as vehicles on the fleet are renewed or replaced.

Mr Brunstrom suggested the partnership during his period as ACPO Road Policing Head when he came into close contact with the IAM.



Pictured left to right - Christopher Bullock (IAM Chief Executive), Richard Brunstrom (North Wales Chief Constable) and Alan Thomas (IAM Examiner).

## **Tips with control panels**

Are you blessed with a multifunction display in your car? Ever wondered why the default display does not show sometimes but instead the temperature is on display - the thermometer may even ping when you turn on the ignition?

Well of course no two control panels have the same functions but many automatically display the temperature gauge and sound an alert when the temperature drops to around four or five degrees. This is because the road surface temperature can often be as much as four or five degrees below air temperature, with the attendant risk of ice.



Whilst on the subject of this type of display do you find yourself looking at your clock frequently when you are running late for an appointment? This can add unnecessary pressure to your driving as you watch yourself running out of time. Try switching the display to another function, after all you will get there as quickly as conditions and safe driving will allow, watching the clock will not make you any quicker and may promote you to take unnecessary risks.

Tomorrow's casualties  
haven't happened.  
**Slow down** and  
make a difference

**SAFETY**



**CAMERAS**

[www.dgcommunity.net/safetycameras](http://www.dgcommunity.net/safetycameras)

## Do you get the hump?

Have you ever wondered the reasons behind the use of the various types of speed humps and the like on our roads? Here's a quick run down of some of the common traffic calming measures you'll find in this area and an insight into where and why they are used.

### Speed humps

In areas where excessive speed is considered a risk to public safety, the local authority may construct speed humps for the purpose of reducing traffic speed.



### Speed cushions

These are like speed humps but don't extend right across the road e.g. Terregles St. They are designed to be narrow enough to slow cars but not to affect buses or emergency vehicles. They are usually arranged in pairs but there may be more on wide roads.



### Speed Table

A speed table is a type of physical traffic calming measure, similar to a road hump, it is a raised platform with a flat top that is built across the whole width of the road and has ramps to allow traffic to drive over it.



It is often used at the entrance to side roads where the object is to show motorists that they are leaving a main road and entering a special area and to raise the priority for pedestrians crossing the junction.

Sometimes the speed table is applied not only to the side road but to the main road too (e.g. Terregles St). This is done in areas of high risk where perhaps there are likely to be very high pedestrian movements or a difficult junction with narrow roads etc.



### Kerb build outs at junctions

At some road junctions visibility may be reduced because of the shape of the roads or because of parked cars. Building out the kerb into the carriageway can help solve this problem. It can also be used to slow traffic on the more major road. It provides protection for motorists emerging from a side road as they can safely pull further out to see, and can be seen. Pedestrians are similarly protected, have more space to stand and can also see and be seen better. Cars are forced to park further from a junction or crossing point.



### Build outs and chicanes

Build outs can be used to narrow a road often down to one lane, this is to make drivers slow down. Alternate pairs can be used to form a chicane and slow down vehicles from both directions. Generally the road has to be narrowed to 3.5 m or less to be effective in controlling vehicle speeds.

A cycle lane can be incorporated to bypass the restriction for cyclists.



### Riders reminded to 'be seen' in darker days

The Motorcycle Industry Association (MCI) is urging riders to follow basic riding advice in winter weather, with the darker days, which inevitably create more hazardous driving conditions.



**Could he be more visible?**

Government statistics show on an average weekday around half of all collisions with motorcycles happen during the morning and evening peak traffic periods, when the light is poor. In winter it's darker and the weather deteriorates so accident risks rise.

Studies and surveys also reveal that in urban areas around two thirds of motorcycle accidents involve other road users - usually car drivers. In rural areas about half of accidents involve another vehicle.

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## Safe stopping rule

Just a reminder about the importance of employing the safe stopping rule at all times. Recently the editor was confronted with this scene when turning a sharp downhill bend on a country lane. In this case there was no problem in stopping safely but the greatest risk was from any potential vehicle approaching from behind which may not have sufficient room to deal with any unexpected eventualities, like a stationary car just around the bend.



In case you need a refresher, the safe stopping rule says that you should always drive so that you can stop safely and comfortably, on your side of the road, in the distance you can see to be clear. In the case of a single track road, like this example, you need to drive so that you are always able to stop in half the distance you can see to be clear in order to allow both your vehicle and oncoming vehicles to slow and stop safely.

## Driving at night

According to Roadsafe in the UK about 25 per cent of all fatal crashes occur between 4pm and 9pm, the majority in the winter months.

Explaining the added dangers of night driving, Adrian Walsh, Roadsafe's director, says, "Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Even on well-lit roads, depth perception, colour recognition, and peripheral vision are compromised after sunset.



The risk of death in the case of a crash is three times higher for night driving than for clear visibility conditions. How far can we see, and what does this distance mean? On dipped lights driving at 40 mph after seeing an object you only have about 1.5 seconds to react - on main beam 3 seconds.

A wet road requires even greater distances. Fifty percent of all reported road traffic accidents at night occur in wet conditions. In the UK it is wet on average only 10 per cent of the nights.

The IAM, in fact sheet 07/001, offers the following advice:

Use this checklist before setting out after dark. Follow these guidelines to make your night driving safer and less tiring.

- Can you see properly at night, with spectacles/contact lenses, if necessary?

Your eyesight may have deteriorated since last winter, so it's worth checking.

- Are your vehicle's windows clean and clear? Do the wipers work effectively? Have you checked the level in the screen wash bottle recently?
- Are the vehicle's lights and indicators working and clean? Do you have a set of spare bulbs?
- Are you alert before you set off? Fatigue is dangerous. Open the window and take regular breaks.
- Can you judge speed and distance correctly (more difficult in the dark) and is the speed correct for the night driving and conditions?
- Do you ever think about what might be lying in the road ahead?
- Can you stop safely in the distance that can be seen. At night, that distance is usually the distance lit by the headlights.
- Do you use light from on-coming vehicles to give you valuable clues?
- Do you look to the left if the headlights on an approaching vehicle are not dipped? Do you give a quick headlight flash if the headlights on the car ahead are not switched to dip? Do not retaliate with full beam; two dazzled drivers are twice as dangerous as one. Eyes need time to re-adjust afterwards.

**REMEMBER, DON'T LEAVE IT TOO LATE TO TURN ON YOUR LIGHTS.  
SEE AND BE SEEN.**

## **Ryan Finland reports on his trip to the National Conference**

The IAM National Conference 2005 was held on the 8 October, at Wolverhampton. Charlie Allman and myself attended from Dumfries Group, among almost 350 delegates from 151 groups.

After a welcome from George Goldie, the conference commenced with a presentation from Rosemary Thew, Chief Executive of the Driving Standards Agency. The main point of the presentation was the forthcoming Road Safety Bill, which introduces, amongst other rules, a graduated penalty system for speeding offences. We were also glad to hear of the proposed three penalty point endorsement for mobile phone use whilst driving, and the majority of delegates woke up at this point.

The speech was then followed by a rather more interesting piece about Active Traffic Management on the M42 Motorway. Nabeel Alzaka from the Highways Agency gave an excellent presentation, illustrating how traffic flow could be increased by opening the hard shoulder at certain stretches. Lanes and speed limits would be controlled by message boards above the carriageway, at 50 metre intervals, and the whole route would be monitored by control room staff. Refuge areas, in the form of lay-bys at the side of the four-lane road, would accommodate breakdowns. An HGV driver in the audience was reassured to learn that the areas would accept the length of three HGVs. The project was estimated to cost one tenth of the sum to construct a four-lane motorway along the same route.

The morning was concluded by presentations. The Dominic Fox award for Road Safety was presented to PC Martin Clark from Cheshire Police, and more importantly, for us, Dumfries Group was presented with a silver dish and cheque for the Group Newsletter of the Year.

Lunch followed, and I was glad to find that the food was a major improvement on the Little Chef fish and chips I had endured on the journey down. Charlie and I were intercepted by Carlisle Group, who threw down the gauntlet for the forthcoming quiz. They seemed rather self-assured of their continued victory.

Lunch was followed by the Chief Executive's Annual report, and Christopher Bullock unveiled his vision for the future of the IAM. Fundamental to the plan was increasing the size of the Institute, and increasing the number of people influenced by it. It is proposed to offer "non-test training and evaluation", aimed at motorists who would never consider a Skill for Life package, consisting of one hour assessments conducted by Group Observers. Christopher also unveiled a new logo for the IAM's 50<sup>th</sup> Anniversary next year. Aiming to do away with the "old fashioned" words, he has succeeded in creating a logo which spells out "I am 50", and might not be too good for attracting young drivers!

The final presentation was from Bryan Davis, who spoke about Observer training and the forthcoming National Observer Training Scheme. It is planned to standardise Observer training throughout the national groups, as it seems that Dumfries is one of the few groups who have a training syllabus.

The conference was concluded in plenty of time to allow an enthusiastic rush for the freebies offered by IAM Select Insurance. This Christmas, I should have enough road atlases and calendars to go round that I won't need to buy presents. Charlie and I then embarked on our long journey back to Dumfries, stopping at another Little Chef, and more fish & chips (it was all they had left).

I would certainly recommend the National Conference to any member who has an interest in the IAM. It was interesting to hear of the future proposals and the work that is being planned to make the Institute a more influential voice in road safety. The majority of the delegates were men, however, and I think it would be good to see a more balanced membership – perhaps the Council should try an initiative to attract more female drivers in forthcoming years. I am sure that both Charlie and I enjoyed the conference and found it very worthwhile.

## **Helping those who help us**

Just a reminder that Jamie Woods of St Michael's Services (BP filling station), St Michael's Street, has funded radio equipment for us. Jamie has also set up a scheme to help Group funds through purchases of fuel. Before paying for your fuel why not help us out by asking for the nectar points to be added to the Group's Nectar Card which is held behind the counter.

# OBSERVERS CORNER

*This section is intended to help when considering the best course of action. It is up to every driver to actively assess each scenario.*

## Do you look far enough ahead?

Whether you drive or ride do you think you look far enough ahead? Unless you consciously look in the far distance your eyes will tend to drop to the middle or perhaps near distance. You risk missing vital information which could give you early warning and enable you to react to, and plan for, the hazards ahead.

We are not suggesting you should just look in the far distance, of course, but include the far, middle and near distances in front, behind and to the sides in your scanning technique.

Concentration is important to the scanning technique, without it your eyes will drop and you risk just 'snowploughing' your way along. You must actively scan and seek information to maximise your safety.

The type of road and traffic density can have an effect on the distance your eyes will automatically look towards. Take a wide open road or a motorway, here you may be moving at 60 or 70mph but often it will not feel that quick. Without actively seeking to raise your observation your eyes will drop to suit the distance related to how fast your brain feels you are going, maybe only 50mph! This phenomenon often leads to problems for drivers exiting motorways who suddenly find themselves at the head of the slip road and the need for heavy braking.

Contrast this with driving on a narrow road where your perception of speed can be greater than it



*There's a wealth of vital information waiting to be found from near to far distance*

actually is, leading you to naturally look further ahead than for the same speed on a wide road.

Beware that any distraction could affect your concentration resulting in you dropping your vision, it is this that may contribute to accidents probably more than speed itself. A combination of speed with proper active observation is safer than a slow speed with poor concentration and observation.

### **'Building' observational links**

Whether you're a rider or driver, observation is a core skill in making safe progress. Much information can be gleaned from clues contained in the view ahead which may help you identify hazards. These hazards can be prioritised and included in your driving/riding plan, taking into account 'what you can see', 'what you can't see' and 'what you may reasonably anticipate could happen'.

Here we are going to concentrate on how buildings can help you to anticipate the road layout and the potential hazards ahead.



Most buildings are built parallel to, and facing a road. Looking out for the angle of the facades and roofs in the distance can give a good clue as to the alignment of the road ahead. Gable walls can often be seen when there is a gap between buildings which may mean a side road or driveway is likely. You may be able to see roofs running at an angle to your road in the distance which may signify a side road or a sharp deviation of your route.

From the first picture you could assess the likely direction of the road ahead. Continuous reassessment of the situation gives rise to more clues as you approach an area. In this case there are, of course, several obvious hazards such as the open car door, oncoming traffic and pedestrians etc but for the purposes of this article just take a look at the buildings in more detail.



Clues to likely side roads are marked A-D inc identified by gaps in the facades and glimpses of gable walls. Having identified these potential roads at an early stage (i.e. when the first photo was taken) constant review as you approach allows you to confirm or discount their presence. You may note in the second photo that there is an additional side road between B and C, confirming the need to constantly scan for hazards as you approach the scene. Also in the second photo more buildings can be seen as the view opens up. The orientation of these roofs and walls give more clues as to the road layout ahead (E).

Buildings are an obvious benefit to long and short distance observation and can be used to give clues to what your route is doing ahead in all sorts of circumstances from rural to urban locations.

## **Observation and the Planned System of Driving**

Observation is, of course, the first part of the information phase (Take, Use and Give - TUG) but observation by itself is pointless if the hazards identified are not used and taken into account within your driving plan.

Have a look at the scenario shown in this photo. What hazards can you see, what can't you see and what could you anticipate may happen? How would you use this information when drawing up your driving plan to enable you to negotiate the situation safely?

Are you satisfied that if you were driving in this situation you could quickly and efficiently consider all the possibilities, collect all the necessary information, ahead, behind and to the sides and draw up a driving plan which maximises safety and leaves nothing to chance?



Rather than giving you all the answers we'll leave you to consider the possibilities for yourself. You should consider all the phases of the Planned System of Driving including 'Information' (**T U & G**), Position (taking into account Safety, Vision and Stability), Speed, Gear and Acceleration. Associates - why not discuss this scenario with your Observer?

### **Motorcycle Observed Rides**

We have new arrangements for observed runs and ride outs. Please could all Associates and members, contact one of the following m/c Observers by 6pm on Saturday if you are planning to come out on either a Sunday observed run or one of the monthly ride outs. In this way we can have the correct number of Observers available. In future Associates turning up without contacting any of the Observers in advance may not be able to go on an observed run.

**Contact: Graeme McColm, Andrew Bird, Graham Abrines or Scott Anderson.**

A number of motorcycle members who have passed their test are now regularly meeting at St Michael's Filling Station most Sunday mornings at 10am to go out for a run. These are not observed runs. All full members are welcome to join in these runs.

### **Membership renewal reminder**

If you haven't renewed your membership yet please do so as soon as possible as this helps with the Treasurer's administration. If you can't lay your hands on the renewal form you can download one from our web site (see P1), alternatively call Helen Cameron or Allan Graham.

## **Secretary's report** - Helen Cameron

I would like to thank all who took part in the 3 way quiz and the 10 pin bowling. We did not win the quiz but came a close second; we did retained the 10 pin bowling trophy with ease however. For the first time in recent history our team numbers were greater than Carlisle's and everyone volunteered, thank you.

Congratulations go to Callum and Ian Howie, Nicola Milby, Tracy Lamont and Ross Ramsay who have recently passed their Advanced Motorists test and Phil Sayers, John Donaldson, Linda Hartley, Jake Blackwood, David Black and Ian Cameron who have passed their Advanced Motorcycle tests. At present we are have the second highest test applications in the South West Forum region - beaten only by Glasgow North.

Next year being the 50<sup>th</sup> Anniversary of the Institute of Advanced Motorists we hope to raise our local as well as national profile but this will be dependant on group members support. As Alan says we would welcome any input from all our members so I look forward to hearing lots of innovative suggestions.

## **Sugar coated winter roads**

On average around 1000 people are killed or seriously injured each year on icy or snow covered roads despite over two million tonnes of salt being spread on the roads annually at a cost of over £150 million.

Last winter 35 UK councils tested a new road salt which combines a byproduct of sugar production with rock salt. Around 3% of a molasses derivative is mixed with rock salt with the aim of reducing wastage and improving spread rates. The additive binds the salt which reduces bounce off, wind bone loss and helps the salt last longer on the road surface. The new product also significantly reduces the corrosion rate compared to pure rock salt.

## **Group Logo**

Following the renaming of our group we will no longer be able to use our old logo without modification.

To mark the new name we are inviting members to suggest a new logo to reflect our activities. Please submit your ideas to the Secretary, either on paper or as an attachment to an e-mail. Adjacent is a mocked-up logo to stimulate your thoughts.



## **New appointments for group members**

Motorcycle observers Andrew Bird and Graham Abrines have been newly appointed to the posts of Chairman and Secretary of the Scottish Motorcycle Groups Forum. Good luck in your new posts - we look forward to hearing your reports of any significant news from the forum.

## Deer reminder

In the past we have highlighted the danger of deer on our roads.

The photos here show some of the potential consequences of trying to avoid or colliding with deer.



In recent months there have been at least 4 incidents on the A710 at this spot near Sandyhills. Here at night, like many other roads, deer are frequently to be seen.

Tips for avoiding collisions with deer were set out in the Spring 2004 newsletter which is available from our web site - go to: [www.iam.org.uk/groups/dumfries](http://www.iam.org.uk/groups/dumfries)

## Founder member dies

It is with much sadness that we advise you that one of the Group's founder members, Dick Bell of Pleasance Avenue, passed away on 1st October. We offer our sincere condolences to his family.

## Get a grip- erratum

The legal tread limit for a car tyre was wrongly stated in the last issue, the legal minimum tread depth is indeed 1.6mm across the centre three quarters of the width, all the way around, but there is no requirement for a visible tread pattern outside these limits.

## Temporary roadworks

Compare this temporary roadworks setup with the one on page 4.

Here the roadworks have a:  
"WHEN RED LIGHT SHOWS WAIT HERE"  
this was missing from the other set up.



Advertise in

# ADVANCE

If you would like to place an advertisement in the next issue of ADVANCE and help support our charitable work please e-mail the editor for details of our rates.

ADVANCE is published three times a year, in Autumn, Winter & Spring.

## Summary of IAM Fact Sheets.

These are aimed at helping you become a safer driver/rider and enjoy your time on the road more.

You can download them from [www.iam.org.uk](http://www.iam.org.uk) or speak to Helen.

No.	Subject
21/001	Safety Cameras
20/001	Successful Towing Techniques
19/001	Driving Attitudes
18/001	Emergency Vehicles
17/001	Sharing the Road with Cyclists
16/001	Use of Gears & Adv Driving
15/001	Driver Fatigue
14/001	Driving in Wet Weather
13/001	The 'School Run'
12/001	Scooter Riders should be stylish but SAFE
11/001	Personal Safety on the Road
10/001	Membership Information
9/001	Winter Driving
8/001	Holiday Driving in the UK
7/001	Driving at Night
6/001	Mobile Phones
5/001	"Greener" Driving
4/001	Motorway Driving
3/001	The "Older" driver
1/001	Driving Abroad

## IAM advice on winter conditions:

\* In really bad conditions, ask yourself if your journey is really necessary. can it be delayed until conditions improve?

\* Clean your windscreen and windows (low sun on cold winter days can be dazzling and prevent you from seeing changes in road conditions and other hazards), check screen washers aren't blocked and screen wash is topped up & contains solution to prevent freezing.

\* Avoid using very hot water to clear frozen window glass, as it could break the glass and will re-freeze more quickly.

\* Ensure that head, tail and brake lights are all working and keep lenses clear and free from snow or salt.

\* Ensure tyres are in good condition and properly inflated.

\* Carry the following in your vehicle: warm coat, reflective jacket, torch, tow rope, mobile phone, ice scraper.

\* Look out for 'frost hollows' and icy patches, particularly in shadowed areas on country roads.

\* Remember that in cold weather, bridges tend to freeze over first (as they have cold air above and below them).

\* As a general rule, select the highest gear you can to move off in to avoid wheel spin & keep the engine revs low.

\* Keep your speed down in adverse weather; increase safety gaps to other vehicles, steer, brake, accelerate and change gear more gently and gradually.

\* If your vehicle skids, try to identify the cause (acceleration, braking, steering or inappropriate speed) and remove it - decelerate gently and de-clutch if appropriate.

## 'Skill for Life' course can make you safer on the road



Maybe you know little about advanced driving or riding and would like to find out more?

Would you like to improve your driving or riding skills?

Would you like to be safer and more confident on the road?

Would you like to reduce your chances of having an accident?

Would you like your driving/riding to be more relaxed and enjoyable?

Dumfries & Galloway Group of Advanced Motorists and Motorcyclists exists to promote road safety and the improvement of driving & riding standards to motorists and motorcyclists throughout Dumfries and Galloway through the provision of driving and riding courses.

So whether you are a newly qualified driver or rider, or have had many years of experience on the road, why not find out more?

Contact the Secretary, Helen Cameron (see page 1), to find out how we can help you to help yourself - it's a 'skill for life'.



### Recent IAM News Releases

These are available from the IAM's web site; go to: [www.iam.org.uk](http://www.iam.org.uk)

16/05	Golden gear-changers want refresher courses	Nov 05
15/05	North Wales Police Cars are first to take IAM Livery (P6)	Nov 05
14/05	Cheshire PC wins IAM Road Safety Award	Oct 05
13/05	Like father, like sons says racing legend Mansell	Aug 05
12/05	Drivers demand more warnings about Speed Cameras	July 05
11/05	Tailgaters and phone users are Britain's most dangerous	May 05

**100**  
YEARS



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\* The €8,995 Fabia is available to retail customers only. Subject to availability, for registrations between 1st July and 30th September 2005. Official fuel consumption for the Skoda Range in mpg (litres/100km): Urban 18.1 (15.5) - 49.9 (5.7) Extra Urban 38.2 (7.4) - 68.9 (4.1) Combined 27.2 (10.4) - 61.4 (4.6). CO<sub>2</sub> Emissions for the Skoda Range (g/km): 124 - 250.