



RoSPA Advanced Drivers and Riders
North Wiltshire Group

www.northwiltsroadar.co.uk



Patron: Her Majesty the Queen

December 2011

Newsletter

Secretary:

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Dates for Your Diary

Monthly meetings are all held at
Liddington Village Hall opposite the
church.

Friday 20th January 2012
Christmas meal

Monday 13th February
Meeting: Wiltshire Air Ambulance

Saturday 3rd March
Car Tutor Training Day

Do you have a topic you would like
discussed, or know of an interesting
speaker? Please contact Monica!



Merry Christmas

From North Wilts ROADAR



We would like to wish
all our members a very
Merry Christmas and a
Happy New Year!



Forthcoming Meetings

There will be no meeting in January, but you can join us for the Christmas meal instead!

Monday 13th February 2012, 7:15pm for 7.45: A representative from Wiltshire Air Ambulance will be speaking about the work they do.

Thanks to everyone who turned up for the meeting on the 12th December despite the dreadful wet and windy weather. It was great to see such a good turn out!

Monica

Events

Friday 20th January 2012: Christmas meal. The North Wilts RoADAR Christmas/New Year meal will take place at the Bolingbroke Arms in Hook near Wootton Bassett. The cost for the three course meal will be £22.95 per person. As usual, partners are very welcome! **Hopefully you've all booked your places now – contact Monica urgently if you haven't yet done so!**

Saturday 3rd March: Car Tutor Training Day. We will be holding another training day for all our car Tutors.

Bike Ride-outs: Don't forget that regular Bike Ride-outs take place on the **3rd Saturday of each month.** See the last page of this newsletter for the 2012 ride-out calendar.

Congratulations!

Well done to the following members who have all passed their RoSPA Advanced test recently:

Clive Coleman – Silver (bike – tutored by **Lisa Wilcox**)

Nigel Cox – Gold (car - tutored by **Chris Gleed**)

Mike Kirby (car retest) - Gold

RoADAR and the HGV/LGV Advanced Driving Test

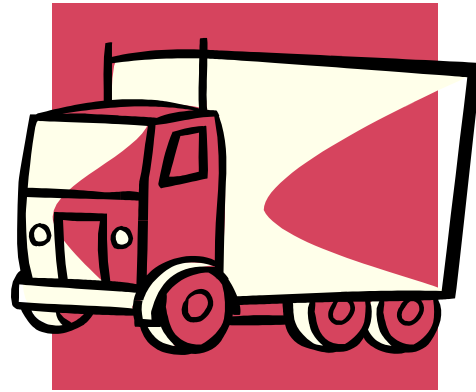
I would like to thank the group for recognition of my recent HGV 'Gold', it is nice to feel that one is offered encouragement. It helps to show the versatility of the group members.

I have been involved with Advanced Driving and Road Safety for many years. I am a Member of IAM, RoADAR and AIRSO (Association of Industrial Road Safety Officers). I am also a Tutor for North Wilts RoADAR.

I initially took the IAM advanced driving test in 1996 and my initial ROSPA car test in 1999 obtaining the gold grade, being retested tri-annually and retaining the gold grade throughout, my most recent test for the car being this September. I initially took the HGV test as part of an HGV assessor course in 2005 at ROSPA with the course being run in Birmingham. Although I did not take the retest in 2005 I had chance to be retested in October.

Although the HGV Test is predominately 'Fleet', I believe that Advanced Driving and Road Safety go far beyond just re-testing and belonging to a group. I believe that if you belong, you should always strive to maintain the set standards by linking up with like-minded people and committing to a continuous learning process. So many drop out and do not commit and do themselves no favours.

One can only do this by 100% total commitment to your Tutors and the group, thereby helping the group to maintain the highest standards possible. As an HGV driver for Royal

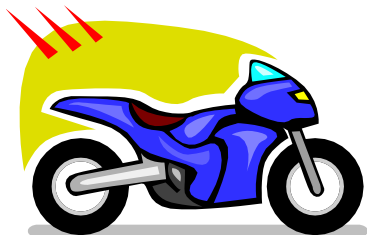


Mail, working mixed shifts, I can't make many meetings but I dedicate and commit to Advanced Driving 100%. The only way to hope to stay safe!

For my recent HGV Test the vehicle that was used was a Mercedes Benz 1840 Axor motive unit coupled to a Cartwright triaxle box trailer. Of the things that the Examiner was looking for and commenting upon in his report was a demonstration of the walk around checks, making sure the vehicle combination is fit for purpose and also a pre-drive cockpit drill with an explanation of the controls and features of the vehicle. On the road observation and planning are most important along with anticipation of other road users and keeping a safe space. Trying to keep the vehicle moving on approach to hazards (for example, roundabouts) is also important to aid fuel economy and use of the automatic/ manual gear box for best practice. A comprehensive commentary allows the examiner to hear what you are thinking.

I hope that these notes are of interest and I wish all candidates good luck for their tests be it car, bike or truck.

Mike Newman



December Meeting Report:

Rob Braybrook

RoADAR Examiner



Rob Braybrook is a local RoSPA examiner who covers both car and motorcycle testing. Rob was invited along as a speaker to give tutors and associates an examiner's perspective on aspects of the test and interpretations of the Highway Code and Roadcraft. Having joined Thames Valley police in 1979, Rob performed a number of roles many of which were associated with "Traffic". This is where he gained his police class 1 qualification and where he trained others to achieve advanced driving standards.

As a traffic sergeant, Rob dealt with hundreds of incidents, many including fatalities. Whilst this was a grim task at times, he felt that one became used to attending and dealing with the gory aspects. However, the hardest part of the job was giving the death message; knocking on a door to break the news.

At that time KSI statistics (Killed and Seriously Injured) were hovering at around the three and a half thousand per year mark, that is ten per day. The police were constantly challenged by the then ministry of transport to reduce these figures. Rob was involved in a number of initiatives and ideas during this time. Recent stats are down to the two thousand mark, so road safety is improving for all sorts of reasons. However the proportions associated with these incidents have stayed roughly the same, running at approximately 1:10:100. That is, for every 1 fatality, there are 10 serious injuries and 100 minor incidents.

In the early 90s there was an increased focus on incidents and injuries associated with police pursuits. This led to the development of a strategy to control the way pursuits were executed and the TPAC was developed –Tactical Pursuit and Containment. This introduced the concept of "pursuit management". Some of the methods used were practised regularly on the M4. Rob told an interesting story about the use of rolling road blocks to box in a target vehicle every Thursday morning. This caused minor inconvenience to the public, but allowed police drivers to rehearse the boxing in manoeuvre. The practice was considered very valuable by those involved, but the powers that be determined that this activity could not continue. Rob posed the question – how do you train and learn if you cannot rehearse?

Rob also brought up the subject of drink driving. This is on the increase, with the 40 to 50 age group the most likely offenders. It is also increasing in younger age groups. Rob related a case he dealt with related to drinking and driving. There was a method of avoidance known as the "hip-flask defence". This involved taking a drink immediately following an incident so that, although over the limit when tested, it could not be proven whether the alcohol was present in the blood stream at the time

of the accident. On attending a serious incident where a person was injured to the extent that they spent the rest of their life in a wheel chair, the driver left the scene and went home. Following witness evidence, the police arrived at the driver's home where he admitted driving, but said he had taken a drink afterwards due to the shock of the incident. Rob made enquiries and persuaded the driver mark on the bottle the level that it was at when he arrived home to indicate how much drink had been taken. This allowed scientific evidence to determine whether he was over the drink drive limit before the drink was taken at home. Months later at the trial the driver's barrister proudly held up the cardboard container in which the whisky bottle was presented, and asked Rob to indicate where these pencil marks were. Rob took the top off the tube, extracted the bottle and indicated the pencil marks. Clearly, the barrister had not appreciated that the bottle inside the container had been marked, not the container itself, and the case was proven!

Rob tells an excellent anecdote, all road-related and entertaining. Then we got down the business of training and testing for RoADAR...

Discussion took place on the overlapping of brakes and gears when driving. Whilst this is a general rule, "gears to go, brakes to slow" there are scenarios where it may be acceptable to overlap braking and gear changing to best control the vehicle; for example, arriving at a left hand bend.

Testing in an automatic car was another interesting subject. Rob made the point that automatic vehicles are involved in 50% less rear end shunts. This was due to the indication provided by the brake lights.

Rob made the point that advanced driving is just as much about knowing when to go as knowing when to slow. He encouraged us as a group to remember this fact when presenting our organisation to the wider world.

On taking an advanced test, it is as well to try to relax and drive a normal drive. This can be difficult when being observed. Modify your driving/riding with your tutor's guidance, make it a habit and the test will be a breeze.

Thanks to Rob for a very entertaining evening.

Mark Sealey



welcome!

Welcome to **Adrian Jordan** who has joined the group recently as a Bike member.

Meet a Committee Member!

Tony Wilkes



Bikes or cars?

I'm a bike and car member. I've always been a petrol head and currently have several vehicles ranging from scooters, bikes, cars, vans and a coach!!!

What do you drive/ride?

I currently drive a Renault people carrier, having just sold the last of four successive Jaguars. I regularly ride a Honda ST 1100 Pan European (one of the best tourers of all time) or a Yamaha Majesty Scooter (just to annoy big bike riders who can't filter like I can on it!)

What is your dream car/bike?

My dream car would be a Jaguar XJL R (4.2L Supercharged version - wow!) if my lottery ticket gets its act together! My dream Bike would be a BMW K1600 GT (latest and most modern of tourers with a bit more finesse and oomph than my Pan)

What was your first car or bike?

First bike in 1980 was an MZ50 which was a complete basket case and lasted about 2 months after burning so much oil my wages could not keep up and having to do something as most of the neighbours houses were black and clogged with soot each morning when I left for work. After the MZ I had an imported Yamaha AG100H farm bike which was very unusual at the time and despite looking odd could out perform a number of enduro machines of the 1980's in the real off road sticky stuff (a real surprise to the local youths!)

What prompted your interest in advanced driving/riding?

Being encouraged to go on a defensive driving course as part of my work due to my high business mileage. I realised that I could get more from driving and riding by using advanced techniques. I also wanted to encourage my two sons to follow in my footsteps and be as good as they could be on bikes and in cars (both are bike and car members of our group).

Your favourite road/route?

The Snake pass in Derbyshire; you need to keep your wits about you but the scenery is absolutely stunning.

Your biggest (motoring-related) mistake?

Several years ago on a dark winter evening in torrential rain after a 15 hour day I met a diesel patch in an XJ Sport on a tight bend. It all turned a bit squidgy and went very pear shaped! Apologies to the innocent tree and thanks to a helpful insurance company who replaced the modified Jag! Lesson learned - don't drive when too tired!!

Your day-job?

Overseeing maintenance activities and best practices on 11 major power stations in the UK and working with Dutch and German colleagues in the group to achieve similar objectives on their plant - sounds a bit dull but gives the opportunity for plenty of driving (and riding in summer) between all the sites for free!

Any other interests/talents you'd care to mention?

In recent months I was accepted as a blood bike rider for the Severn Freewheelers which is a bit of a passion. I play the guitar in an average sort of way and I've been undertaking DIY on properties that desperately need renovation!

What is the best thing about being a member of NW RoADAR?

The opportunity to be the best driver/rider you can be whilst being part of an organisation that is making a real difference to road safety.

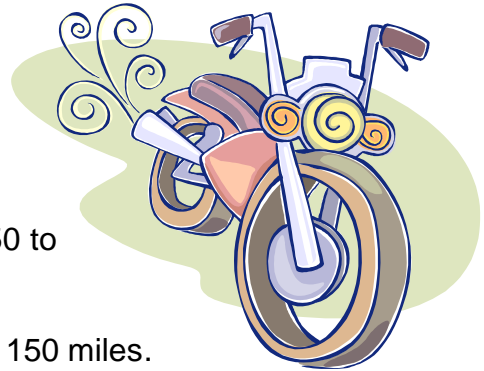
What would you say to someone who is thinking of joining NW RoADAR in order to take their advanced test?

Learn to be safer, learn to be better and enjoy the journey. Bikers: don't be a statistic you can always ride safer by seeing and anticipating sooner!

Bike Ride-Outs 2012

Eligibility and Ride Grading:

All members of the North Wilts Group and full members of RoSPA are eligible. Each ride is graded so that you know what you are in for!



P - Progressive: Up to the maximum speed limits, 150 to 300 miles.

R - Relaxed: At the normal speed of the traffic, 100 to 150 miles.

The Drop-Off Routine:

A briefing on the Drop-Off Routine will be held at the start of each ride. The routine allows a group of bikes to negotiate their way efficiently together through urban and rural environments in safety without the need for members of the group (other than the LEADER) to consult a map. Details of the routine can be found through the quick link on the front page of the website.

Start Points and Start Time:

The start point can vary dependent on the direction of the ride and will be chosen by the Ride Leader. The default locations are: -

North: Lorry Park Cirencester (Fuel Nearby at Tesco's)

West: Little Chef, North of Chippenham (Fuel Nearby)

East: Chieveley Services, Off A34 near M4 Junction 13

South: Postern Hill Car Park South of Marlborough off the A346 (Fuel in Marlborough)

Meeting time is usually 9:15 for a prompt 9:30 start but may change – it can be 8:45 for a 9:00 start for a progressive ride in the summer.

Please arrive at the start with a full tank of fuel!

Further Details:

Details of the ride outs including the start point will be posted on the Forum page of the web site. If you intend to come it would be helpful, but not necessary, to add a comment so that the Ride Leader knows roughly how many people will attend. Also PLEASE CHECK the Member's Forum page the night before the ride out in case of cancellation or to make sure that the start point or start time has not changed.

Ride Out Calendar 2012

Date	Lead	Grade	Destination/Start Point/Start Time
21st January 2012	Julian	P	Gosport Submarine Museum. Start Postern Hill, Marlborough. 9:30 start.
18th February 2012	Jon	R	Swanage and Wareham. Start Chippenham Little Chef. About 150 miles. 9:30 start
17th March 2012	Andrew	P	Farnborough Museum. Start Postern Hill, Marlborough. 9:30 start
21st April 2012	Mark	R	Poole seafront, Start Postern Hill, Marlborough, About 150 miles. 9:30 start
19th May 2012	Geoff	P	The Long Mynd, Shropshire, Start Cirencester Lorry Park. About 250 miles. 9:00 start
16th June 2012	Pete	R	TBA
21st July 2012	Dave	P	Elan Valley Reservoir. Start Cirencester Lorry Park. About 250 miles. 9:00 start
18th August 2012	Paul A.	R	Goodwood, Start Postern Hill, Marlborough, About 150 miles. 9:30 start
15th September 2012	Lisa	P	Lulworth Cove, Dorset. Start Chippenham Little Chef. About 180 miles. 9:00 start
20th October 2012	Mike S.	R	Sammy Miller's Motorcycle Museum, Start Postern Hill, Marlborough, About 150 miles. 9:30 start
17th November 2012	TBA	P	TBA
15th December 2012	TBA	R	Big Pit, Blaenavon, Start Cirencester Lorry Park. 9.30 start. About 125 miles.