

Newsletter

June 2015



In this issue:

New Legislation, CarKraft report

CONGRATULATIONS

to all those associates who have passed their IAM test in the early months of 2015

Name

Observed by

Richard Berry (2.1.15)	Bill Peck
Shaun Botha (24.1.15)	Stuart Earle
Chrissy Emery (31.3.15)	Leon King
John Haynes (15.4.15)	Bill Peck

NEW LEGISLATION

As motorists, it's essential that all of us keep up to date on new legislation to ensure that we stay free from prosecution, so use the following guide to stay abreast of important up-and-coming changes to motoring law here and overseas:

March - Drugs and driving
<https://www.gov.uk/drug-driving-law/>

It's illegal to drive if either:

- you're unfit to do so because you're on legal or illegal drugs
- you have certain levels of illegal drugs in your blood (even if they haven't affected your driving)

Legal drugs are prescription or over-the-counter medicines. If you're taking them and not sure if you should drive, talk to your doctor, pharmacist or healthcare professional.

The police can stop you and make you do a 'field impairment

assessment' if they think you're on drugs. This is a series of tests, eg asking you to walk in a straight line. They can also use a roadside drug kit to screen for cannabis and cocaine.

If they think you're unfit to drive because of taking drugs, you'll be arrested and will have to take a blood or urine test at a police station.

You could be charged with a crime if the test shows you've taken drugs.

June - Abolition of the driving licence paper counterpart

Come June 8th, the paper counterpart will be no more as it follows in the footsteps of the road tax disc which was shown the paper shredder in October 2014.

It means you will need to destroy your paper licence and instead, your information (including existing penalty points and your licence's

status) will be held on a DVLA database. The authority has pointed out though, those owners of paper licences issued before 1998 will need to keep hold of their document until they renew their licence.

October - No smoking allowed in a vehicle carrying a child

From October 1st, adults will not be allowed to smoke in a vehicle if it is carrying an individual under the age of 18.

If any person in a vehicle is caught smoking, the driver could face fines ranging from £60 up to £10,000 (plus potential points on their licence) for smoking behind the wheel or failing to stop passengers from lighting up when a child is present.

More information can be found at:
<https://www.gov.uk/government/news/>

CarKraft Experience by Chrissy Emery

Having heard about the CarKraft Experience from Marian (fellow newsletter editor) I thought it would be a great opportunity to experience hazardous road conditions in a safe environment and decided to book myself and friend George onto the CarKraft experience organised by Keith Millard, Northamptonshire Highways Safety Officer.



The event is hosted at the Porsche Experience Centre at Silverstone race circuit. It is organised by Northamptonshire Highways and supported by Northamptonshire Police Force. The cars used on the day were provided by Renault UK. This experience was originally designed for young drivers aged 17 to 24 and pre drivers, however it has become so successful that since 2012, CarKraft has evolved and expanded to include licence holders of all ages.

The day began when George and me booked in at the reception desk at 8.30am on March 22nd, and were directed to the very modern Porsche Experience Centre hospitality first floor. A huge glass wall afforded the non-drivers a wonderful view of the area where we would be driving.

Fortunately for us, the rest of the blue team had left the building in the Renault Twingo cars with their instructors, so we were taken

over to the first training site, the Ice Hill, (more about that in a minute) in a top of the range Porsche Panamera, Turbo S, (for those who know what it means, 570hp, top speed 192mph, price £131,152).

I suggested that the driver might like to demonstrate the vehicle's performance as we left the parking area, and we took off on a white knuckle ride. Exciting – you bet! The Porsche stuck to the corners like a sticking plaster to skin. What an adrenaline pumping experience that was, albeit just for a few minutes.

We were soon at the Ice Hill where we were told that the Renault Twingo car, and instructor had gone back to the centre to pick us up. So another faster than light journey back.....

When we arrived back at the centre we were introduced to our instructor Alex, and all three of us set off (in the Twingo), me behind the wheel. The journey back to



the Ice Hill was a little slower than last time. .

The Ice Hill is a fairly steep incline with the middle section of road covered by a surface which simulates ice.

The whole of this surface is flushed with water and halfway down the incline there are two water jet barriers, to simulate obstacles.



The purpose of this is to drive up/down the incline and master the action of the car skidding as if it was on an icy hilly road with vehicles parked on either side.

I crashed into the water jets just a couple of times.

The next driving experience was the kick plate. The vehicle passes over a section on the road which moves and has the effect of destabilising the car, causing it randomly to go into either a right hand or left hand skid. Again the obstacles alongside of the roadway are represented by water jets.



I was a bit apprehensive of this initially, but taking on board guidance from Alex, I soon got the hang of it, and there was not too much water over the car.



Following these driving exercises the whole of the blue team were invited into the conference room back at the Porsche Experience Centre where we had a presentation by members of the Northamptonshire Police, which included some of the causes of dangerous driving.

A volunteer from the team took a breathalyser which showed the effects of the higher readings after he had sprayed mouth freshener, something that drivers who have been drinking often do. Not a good idea, as it increased the reading phenomenally. We also had the chance to look through some goggles which simulated what you could see

under the influence of drink/drugs. It was impossible to walk the white line with them on.

We were also shown some very poignant videos on the use of seat belts, and texting whilst driving.

At the end of this session we had to construct three or four correct road signs from given pieces.

The final activity of the day for us was an individually observed drive out on the roads around Silverstone with a member of the Northampton Police force. Our observer was Neil and we were driving a Renault Megane car, again provided by Renault UK. The observation included driving

on dual roads, motorways and country roads. On completion we were each given a report on our observed driving performance.

The day concluded about 1.00pm.

A brilliant day, which was unique in terms of getting answers to questions from the people applying the driving laws and also providing the opportunity to learn how to control the car under adverse conditions in a safe environment. It was fantastic and well worth the early morning start.

For more details the web site is: <http://www.carkraft.info/>

Photos provided by CarKraft.

Remainder of IAMS Group Meetings for 2015 and other information

All meetings are on the first Thursday of each month at Peterborough Milton Golf Club starting at 8pm, unless otherwise stated.

June 4 th	Drive Out (routes provided) – From 6pm
July 2 nd	Drive Out/Treasure Hunt - From 6pm
August 6 th	Low speed Manoeuvring (The Ball in The Plate) - 7pm start
September 3 rd	Lew Whittaker on Motorway Driving
October 1 st	Sandy Reid on an aspect of Advanced Driving
November 5 th	News from the IAM National Conference
December 3 rd	Annual Buffet and Quiz

The newly designed website (address at bottom of page) is now up and running, with kind thanks to Robin Sutton

Please forward contributions for the next newsletter to Leon King by 14th September 2015

Feedback on Meetings This Year

February

Sandy Reid led a talk on aspects of Advanced Driving and challenged us with a slide quiz.

March

Following the AGM, our new examiner Lew Whittaker spoke about causes/effects of road rage.

April

Richard Elms, Chairman of Peterborough Motor Club outlined the different competitions and rallies for standard cars.

May

Stuart Earle and Bill Peck shared with us their experience of the Masters Test, together with Andy McManus who was Stuart's examiner.

Please do come along to our meetings. We have organised a range of practical driving activities for the next few meetings over the summer months when the evenings are longer. Some of these start a little earlier to make best use of daylight. All meetings are driving related and we do our best to come up with interesting ideas. We welcome any suggestions so feel free to let us know if there is any other driving topic you would like us to organise.

Events secretary - Prue Lester pruelester@hotmail.com

TRIBUTE TO STAN WATTS

Stan Watts, a longstanding group member, passed away suddenly on April 11th aged 86. Stan had been a member for many years and gave great support to the Peterborough group in a number of posts including (this may not be a comprehensive list) as Chairman, observer and committee member. On finally standing down from the committee last year he was awarded a certificate of appreciation by the group in recognition of his contributions. I last spoke to Stan at the April group meeting, and the news from his daughter Debra shortly afterwards, was quite a shock. Committee members have told me that it was a pleasure and a privilege to have known Stan and that in his time as Chairman some years ago, he made what were then quite formal meetings enjoyable. For me personally, he was someone who always took an interest in what I was doing. He was a keen choral singer and a member of the Gildenburgh Choir. Music was a shared interest (I am a professional musician) and he always asked about what concerts I was doing. On occasion he would take the time to attend my concerts when I was performing in Peterborough which I appreciated very much. I shared an observer training session with him last year and his skills and openness to improving and acquiring new skills even at an advanced age were impressive. He was a kind and thoughtful person and I shall miss him.

Leon King – Group secretary

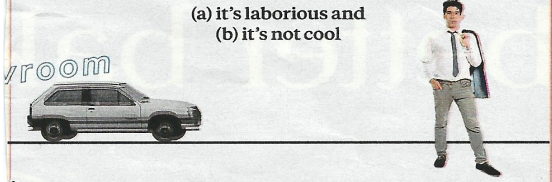
IAM IN THE SUNDAY TIMES

MATT RUDD
God of Small Things


↓

When I learnt to drive, in a hearing-aid-grey A-reg Vauxhall Nova, I was told to use my gears to slow down. This would prevent the vehicle from catching fire or skidding into a ditch. I've long since abandoned this process because

(a) it's laborious and
(b) it's not cool



Also, replacing the clutch is more expensive than replacing the brake pads. But every single time I get in the car, okay quite often, okay occasionally, I wonder what the best way to stop is these days.



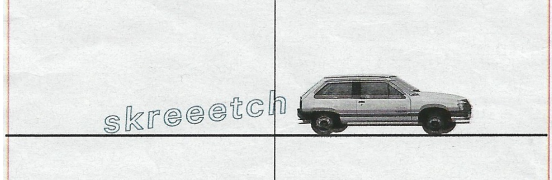
Yoofs (yooves?) inform me, once they've stopped complaining about how much harder driving tests are these days, that you should only use brakes. But then an anorak who runs a website about car engines says that's wrong. If the engine is properly lubricated, using the gears should have no real impact. It doesn't harm the clutch and it protects the brakes.

I ask Mark Lewis, director of standards, no less, at the Institute of Advanced Motorists, and he's having none of it.

"When vehicles were fitted with old-fashioned, simple brakes, it was common to use gears to assist in slowing down. We now have powerful disc brakes on almost all cars and they are far more efficient."

Applying the brakes, he says, will provide a far more accurate degree of control over the amount of slowing required.

So brakes it is.



Unless, of course, you were the poor blighter who bought the hearing-aid-grey Nova off me.

@MattRudd

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Here are a few essential contacts and information about group meetings to help you get the most out of your local group.



Group contacts

JOIN US FOR AN EVENT

Date: Meetings take place on the first Thursday of every month (excluding January) at Peterborough Milton Golf Club and start at 8pm unless otherwise stated in the newsletter.

Directions Milton Ferry, Peterborough PE6 7AG (just off the A47)

➔ From east, exit A47 via slip road to Castor (the first junction to the west of the Nene Parkway interchange at junction 15). Turn right at the T junction. After 150 yards turn left towards Marholm (signposted Golf Club). Entrance is immediately on right.

➔ From west, leave A47 at the third exit of the roundabout (signposted Castor) where the single carriageway becomes dual. Go through Ailsworth and Castor. Just over the bridge crossing the A47 turn towards Marholm (signposted Golf Club). Entrance is immediately on right.



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Vacant positions

Offers invited.
Please contact the secretary for more information.
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Registered Group No 7101 • Charity No 1067966 • Affiliated to the Institute of Advanced Motorists

The Group keeps records of the membership on a database. This database is not available to outside parties and no details are passed to other organisations or persons. However, if you do not wish your name and address to be kept on this database you should contact the Membership Secretary.



and finally.....Motoring Mirth

**..IF YOU ARE DRIVING
TOO FAST**