

# MAINBEAM

**ROSPA**  
The Royal Society for the  
Prevention of Accidents



Newsletter of Manchester Group of RoSPA Advanced Drivers and Riders Since 1973

Manchester Group is a registered charity No 1083564  
[www.safedriversandrider.org.uk](http://www.safedriversandrider.org.uk)

**February 2011**

## Group AGM, 8 March 11

The Group Annual General Meeting will be held at Woodley Civic Hall on Tuesday 8th March, starting at 7.30pm for 7.45pm.

Our guest speaker, Sergeant Dean Memory from Greater Manchester Police Traffic Management & Collision Reconstruction Unit, promises to give an interesting presentation 'Why Mathematics Matter'. This will be followed by a finger buffet and light refreshments.

See last page for details.

## Group Social, 10 May 11

Joan Potts, a local ornithologist will be our guest speaker on Tuesday 10th May.

Joan will show video to illustrate the interesting variety of birds to be found on our own island and from the Mediterranean.

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## 50/50 Draw

### *FIFTY-FIFTY DRAW, October 2010*

First, No 39, Marie Holland drawn by Becky McCabe  
Second, No 29, Paul Medina drawn by Debbie McNamara

### *FIFTY-FIFTY DRAW, November 2010*

First, No 1, Mike Beavan drawn by Paul Sykes  
Second, No 7, Brian Dyson drawn by Ian Carroll

### *FIFTY-FIFTY DRAW, December 2010*

First, No 36, Phil Harrison drawn by Trevor Moore  
Second, No 22, Duncan Skidmore drawn by Dan Reed

### *FIFTY-FIFTY DRAW, January 2011*

First, No 3, Paul Medina drawn by Mike Beavan  
Second, No 21, Liz Barnham drawn by Tim Whiston

## Congratulations

**Congratulations to those who recently passed the advanced test:**



Pauline Pollard, Gold—Car section  
Trevor Moore, Gold—Car section  
Peter Tudor, Gold—Car section  
Dan Reed, Gold—Car section  
Gareth Neugebauer, Gold—Car section  
Michael Downes, Gold—Car retest

Moira Sykes, Silver—Car section  
Jules Musgrove, Silver—Car section  
Kenneth Hughes, Silver—Car section  
Chris Lawrence, Silver—Car retest  
Helen Booth, Silver—Car retest



## From the chair —Lee Davies

### Annual General Meeting

It's hard to believe it's almost a year ago since our last AGM! This year's AGM is to be held on Tuesday 8 March (see last page) and I hope as many members as possible will attend as my last AGM as Group Chairman. There are a couple of vacancies on our Group Committee – can you spare a couple of hours a month to help towards our successful Group? Please get in touch with any committee member if you're interested.

**If you would like to be considered for nomination onto the Group Committee, please contact any Committee member**

### West Midlands Police get 168mph Lotus Evora

A Lotus Evora is helping police tackle speeding drivers in the West Midlands as part of a two-week trial. The Norfolk-based sports car manufacturer has loaned the car to the Central Motorway Police Group for the trial. It is thought the vehicle, which can travel at a top speed of 168mph and reach 60mph in less than five seconds, will be a useful tool in situations such as a high speed car chase. The elite sports car will be used to patrol major routes including the M5, M6 and M42 motorways, and the M6 toll road. Pc Angus Nairn said: "It's a very quick car and we hope it will prove an effective deterrent to anyone thinking of speeding or trying to outrun us. "It will attract a lot of attention on the motorways but that is the whole idea."

### Clampdown on uninsured drivers

The DfT has announced plans to make it illegal to keep an uninsured car in Britain whether it is being driven or not. Owners who have not declared their uninsured cars and vans off the road could have them seized and crushed, but those with a Statutory Off Road Notification (SORN) would not be affected.

Mike Penning, the road safety minister, said uninsured cars were a "real road safety issue". The measure, introduced under Labour, will be made law "shortly" but the DfT does not have a definite date for when an announcement will be made.

At present it is illegal to drive a car while uninsured. The police have the power to seize, and in some cases destroy the vehicle that is being driven uninsured. Under the new system it will be an offence to keep an uninsured car.

It will be enforced by comparing the databases of the DVLA with that held by the Motor Insurers' Bureau, which was set up to compensate victims of uninsured drivers.

Owners of uninsured vehicles will then be contacted by

letter to warn them they face a £100 fine if the car or van is not insured by a certain date. If the vehicle remains uninsured, regardless of whether a fine has been paid or not, it could then be seized and crushed.

The DfT says that uninsured driving adds about £30 a year to every motorist's insurance premium.

Mike Penning said: "If anybody has a vehicle they're not going to use on the road, they can declare that off the road and that will be absolutely fine.

"But we have over a million vehicles driving around which are not insured which is a huge burden on other insurers and actually a real road safety issue."

Uninsured drivers are involved in a disproportionately high number of collisions which may indicate that they have less regard for their own safety or the safety of others. We all have a part to play in terms of improving road safety and uninsured drivers have no place on our roads.

### Could 'platooning' be a way forward?

The SARTRE project recently carried out the first demonstration of its 'platoon' technology, which could be a new form of motorway travel according to Volvo Group.

Vehicle platooning, as envisaged by the SARTRE project, involves a professional driver leading a convoy of vehicles. Each car in the convoy has technology that measures the distance, speed and direction - and adjusts to the position - of the car in front.

All vehicles are totally detached and can leave the procession at any time. But once in the platoon, drivers can relax and do other things while the platoon proceeds towards its long haul destination.

SARTRE aims to develop strategies and technologies to allow vehicle platoons to operate on normal public highways with significant environmental, safety and comfort benefits.

The demonstration, at the Volvo Proving Ground in Sweden, was the first time the system has been tried outside of a simulator. Erik Nordin at Volvo Technology, said: "A professional, well-trained driver leading the road train is an important factor to secure safety in the project."

The technology required for the system is under development and could be ready to go into production in a few years time. Public acceptance and legislation in 25 EU countries could take significantly longer.

I think Roadcraft would need a whole new chapter!

## This, that and t'other—John Holland

My word, aren't we a bunch of criminals! There we are, in our evil way, attempting to coerce the driving public to improve their on-road standards driving standards to a higher level. We do this, of course, in order to extract as much money out of them as possible, whilst flouting the law in all directions!

OK, possibly a slight exaggeration, but the idea was resurrected, yet again, by the attitude of some driving instructors, to our very existence.

Back in the 1980's when I had been involved in advance driving training for about 20 years, a local driving instructor living in the Stockport area asked me to help him to gain a Gold in our advanced test. This I readily did, and maybe I don't even have to tell you, that I did it at no charge. On one of our drives he told me that gaining a Gold would help him enormously in his business. Driving lessons at that time cost £6 an hour; "this means," said the driving instructor, "with giving advanced training I can charge £18 an hour, and it's all done in their car!" A little insensitive, I thought, but let it pass.

At that time I was running an Advanced Driving Course at the local school, each Monday evening. On the first evening I noticed a white car parked under the window, but gave it no further thought. However, when it was there again the following week, it aroused my curiosity and I went out to have a look. It was our driving instructor, sitting with his window open, presumably trying to listen to what was being said in the classroom.

This occurred roundabout the same time as driver-training rules were tightened up. For instance, nobody could give lessons if a sum of money

exchanged hands. Very soon after I received 2 letters, one from the DSA and the other from Stockport Council, the latter telling me to cease training on the school premises immediately. The DSA letter was merely pointing out the new ruling. I gathered the class together, told them of the problems, and I was very much heartened by their reaction. So it was that we moved our operations to Woodley Community Centre (yes, the very same one where the Manchester Group centre their activities to this day). The class each paid 25p each evening and the total sum paid for the hall, and I forewent my fee which had been paid by Stockport Council. Because of this I decided to become an ADI alongside

**"I replied, sending further details; one gave me short shrift and said that he wasn't interested as he preferred now to go out and play golf."**

my job as a press photographer, and eventually became a Grade 6. When I met Dennis again I thanked him profusely for starting me on a new and very lucrative part-time career. He thought I was being sarcastic.

Now, I have a sense of déjà vu, down here in this corner of East Anglia. Intending to start up a Group, I put out a press release, to which, unfortunately the reporter decided to put her own connotation. As a result I received a copy email sent to the reporter, from the DSA, pointing out various 'errors'. These I was able to clear up by sending a copy of my press release to the DSA,

From the original intake of enquiries two were from local driving instructors. I replied, sending further details, and one gave me short shrift and said that he wasn't interested as he preferred now to go out and play golf. The other one didn't reply. However, I saw the second one sitting in his car so made myself known to him. He told me that he was coming to the NE Essex Group of RoADAR's Welcome evening, on the following Monday, and then said, "the DSA are watching you!" Apparently a local ADI Association, perturbed at the start of the new Group, had complained to the DSA – hence, I wonder, that initial interest from them? I acquainted the local ADI of my involvement over many years, having also been involved with RoSPA, in the DSA's interest in advanced driver training, so perhaps that item of information will find its way back to source.

In the Manchester Group we have had some input from ADIs who have undertaken training with us - but very little, and not for any length of time. Some, having promised to become Observers for the Group, have taken the training literature purely for their own good, and never returned it, even though they have given up helping the Group out. I think that the Group Committee thought I was being paranoid in my declared suspicions of ADI interest in advanced driving. Weigh up the facts; take professional training at anything up to £400 a day, or go to a local RoADAR Group for something like £40 for a year!

I'm delighted to say that the NE Essex Group of RoADAR is up and running now, and at the time of writing has 5 Associates – none of whom are ADIs!

Keep space!

## Bits 'n' Bobs—Alan Yates

Manchester Group RoADAR

A change in my health, constant back pain and lack of mobility, early in January / February 2010 had me attending various medical practitioners to assess just what was wrong. Some were loath to give any sort of treatment, especially when informed I had prostate cancer. My doctor was at a loss as to what was going on from a medical point of view. His advice was to take pain-killers, ie Paracetamol and Tramadol. These to be taken 2 of each every 4 hours.

All well and good, the combination certainly eased the pain and enabled me to walk about and to have a near normal life. A subsequent visit to The Christie confirmed what I had suspected all along, that the cancer had spread to my hips, pelvic area and my spine. The tablets were a help, making the pain bearable.

Now to the point. Reading the literature on the tablets suggests that it might be dangerous to operate machinery or to drive a vehicle. Being retired the former did not apply, but driving did. I found that my reactions were slower, decisions were not as clear cut as previous, and the pain from my hips was proving to be a problem during the drive and for a few days after. I decided that the driving had to be done by someone else. Visits to The Christie were taking

place every 3 weeks to take part in a “Drug Trial” and entailed a drive of around 40 to 50 minutes followed by an examination and a 45 minute MRI scan plus the drive home again. My mind and reactions were just not up to that. A £25 fee added my daughter Sue to my insurance as another named driver, small price to pay for safety.

10 months later and I have become accustomed to the tablets, they do not make me dizzy or confused and I am able to drive with the confidence I had. I do wonder if I was to be involved in a collision, would I be obliged to inform the insurance company I was on “drugs”. My own assessment of my driving is that I am probably at “silver” rather than “gold”. Is that good enough?

Nearly all of us take a pill at some time or another, but to have them on a regular basis and a very strong pain-killer on top, had me pondering just how many others were doing the same as me but not really aware of the consequences. I am told that Tramadol is just one step below Morphine for pain control, so it is a very powerful drug, and needs treating with respect. Fortunately I do not need the maximum dosage over the 24 hours. Has anyone within the group had any similar experiences?

## Street Language in Leafy Marple!

### John Holland finds some confusing and misleading signs

What good news I thought, as I drove along Marple Road, in Marple. I had only been away for a few months but already the training of young drivers had improved dramatically. There was the proof – a sign which told me ‘Young Drivers THINK’ Well they certainly didn’t when I was last here, and they certainly don’t in other parts of the country.



National Statistics.

What is the point of such badly written and worded signs? If the first one is aimed at young drivers then at least, let’s have a hyphen before the word ‘Think’, otherwise the message becomes congratulatory instead of

cautionary.

Both signs have been in this situ for the whole of 2010 and possibly a little longer, and when I first saw them in January 2010 I was confident that some schoolteacher would

Then further along I saw another sign which pleaded with me ‘Don’t Become a Statistic’. Well, sorry to disappoint, but I am a statistic. We all are, whether we like it or not. Why, there is even an Office of

pounce on them as ready-made material for an English lesson, and that, in turn, would lead to their removal. There are at least two schools nearby – one of them Marple Hall School, a specialist language college no less, ‘which aims to raise standards of achievement and the quality of teaching and learning in modern foreign languages’ – well, how about starting in Marple Road, Marple, England, then?

How much better, too, would that ‘Statistics’ sign have been if it was followed up by a series of facts and figures relating to road safety.

So please, amend or discard both of these useless signs.



## Motoring quiz to make you think

### Mike Collins has devised a quiz for keeping you out of mischief on a winter's night!

The spell of very unpleasant weather in November and December has caught many drivers out – since we do not train non-military or emergency services to cope effectively with it, unless they pay for it themselves. See how **you** fare with the following. Find a reason for your answer, where appropriate.

- An essential ingredient in all skids is:
    - Harsh use of the brakes.
    - Too high a speed for the circumstances.
    - A surface which is icy, greasy or loose.
    - Tyres with an inadequate tread.
  - Black ice is formed by:
    - A long slow drop in temperature.
    - A rapid drop in temperature.
    - Rain hitting a frozen surface.
    - Frozen water on dark tarmac.
  - What is the quickest measurable time that a road surface can turn from dry to icy:
    - About five minutes.
    - Over an hour.
    - Almost instantly
    - About a minute.
  - Why should you be particularly careful on a greasy/icy right hand curve:
    - If you skid there will be less room for correction before hitting the roadside.
    - The camber of the road may throw you towards the centre.
    - If you skid you may travel towards the path of an oncoming vehicle.
    - If an oncoming vehicle skids it is most likely to travel into your path.
  - To negotiate a flood of more than a few inches depth you should:
    - Use first gear with very low revs.
    - Use first gear and slip the clutch.
    - Use 3rd gear but keep a notch of handbrake on.
    - Use 1<sup>st</sup> or 2<sup>nd</sup> gear, slip the clutch and blip the throttle.
  - Aquaplaning is most likely to be caused by:
    - High speed and surface water.
    - Surface water and tyres inadequate through pressure or tread.
    - Harsh steering, high speed and surface water.
    - Surface water, high speed and tyres inadequate through pressure or tread.
  - What control input, apart from steering, brakes and accelerator, may cause a loss of control on a slippery surface?
  - Name three occasions when the grip on the steering wheel should be tightened?
  - What is the easy way to convert miles an hour into yards or metres per second?
  - Why may it be inadvisable to overtake on a dual carriageway after a substantial snowfall, even though it appears to have been cleared?
- And the bonus question!
- What potentially serious collision danger is prevalent in winter, apart from Christmas shopping pedestrians, traffic light failures, vehicle electrics shorting, ice, snow, floods, rain and fog (freezing or otherwise)?

Mike's suggested answers are on next page.

### John Holland discovers an unusual sign

Living in an area which seems to be more sea safety-conscious than road safety-conscious, I was amused to see the following take on a sign that I am more familiar with, on a chart for yachtsmen traversing the shipping lanes,

“If you can't see the ship's bridge then the captain can't see you!”

## Answers to Mikes quiz

Mike Collins provides suggested answers to his quiz from the previous page

1. The correct answer is (b), the relevant word being "Too". Four mph can be way too fast in some circumstances. It is possible to drive without a collision despite the other choices, but too high a speed for the circumstances is a prerequisite for a collision. (a) and (d) will accentuate the problem that it causes.
  - 2 and 3. The correct answer to both is (c). Rain falling on a previously hard frozen dry surface will become black ice almost instantly. If anyone doubts this, I have seen it happen!
  4. The most likely thing to happen is (d). A vehicle out of control and sliding will normally travel towards the outside of any curve that it is negotiating. Modern stability auxiliaries help to retain control, but they are possible to over-ride if the driver is brutal enough, the vehicle is fast enough and the road slippery enough. Anticipation and a continual search for an escape route are therefore advisable in these conditions. Choice (a) may also be true to some extent.
  5. Option (d) gives the best choice of a successful negotiation. It is necessary to be slow enough to avoid a wave of water into the engine compartment. Modern vehicles are pretty well protected, but prevention is still a good idea, especially with an older vehicle. Clutch slipping helps to keep the speed down, but beware of being too slow if there is likely to be sticky mud about. Blipping the throttle helps to prevent water entering the engine via the exhaust pipe, which will stop and probably also ruin the engine. In all cases it is sensible to stop before entering. Look at any marker board or try to assess the depth. You could be polite and let someone else go first!
  6. There are normally three factors associated with aquaplaning. (d) is therefore most likely to instigate it, but (c) could also contribute. It is too late to do anything about the tyres, it is impossible to do anything about the water on the road, but it is possible to do something about the speed. It is not realistic to give an estimate of the speed when an aquaplane may occur, but in very general terms, and probably on the safe side, think about 45mph plus. Remember that prevention, in this case particularly, is very much better than cure. To recover control in time is very difficult, and one needs a lot of space, luck, a guardian angel and a belief in re-incarnation to succeed. Without these, get the tyres fixed, and keep the speed down when there is a lot of water about.
  7. A rough use of the clutch. Driving on slippery surfaces requires gentle and smooth input of all controls. I have found myself going backwards downhill in a rear wheel driven police car, (fortunately at about 3am!) after a too quick clutch release causing the rear wheels to spin on the packed snow on the road surface.
  8. Any three from: When braking firmly; When entering standing water at speed; On a rough or potholed road; In gusty conditions when overtaking or being overtaken, especially if a large vehicle is involved; In gusty conditions when entering a building area that could cause a wind tunnel, i.e. high buildings either side of a narrow urban street (plenty of these in many city centres). Cornering at speed.
  9. It is much better to think about speeds in terms of how far you may travel in a second than in an hour, and especially so on slippery roads. The quick and easy mental calculation, which is near enough for all practical purposes, is to halve the speed in miles an hour. This gives yards per second. If metres are preferred then subtract another two (or three at 60 to 70mph). Thus 40mph is about 20yards or roughly 18metres per second. 70mph is about 35yards or roughly 32metres per second. These are not intended to be accurate conversions but are an easy mental way to get roughly the right answer. Remember that it takes at least half a second, and probably more for most people, to react from seeing a problem ahead to actually doing something about it. The need to think, pro-act, leave space and concentrate then becomes obvious. Why not think about speeds in distances per second rather than miles an hour at all seasons? In a sensible world they would be shown on the tacho!
  10. On a dual carriageway the majority of traffic is likely to be using lane one. Cleared snow may have been pushed into lane two and piles be protruding into the usable part of the lane. Heavy snow may still be in piles even after gritting.
- And the bonus question!
11. Low winter sun shining out of a clear sky can render a driver blind if travelling sunwards. Washer bottle OK and unfrozen?! **And** the vehicle will be almost invisible to oncoming traffic when its own shadow is directly in front of it.
- Not everyone will agree with these conclusions? Discuss!

## Exploring the paranormal

### Alan Norton had a spooky experience at the last Group social evening

Being away from home I rarely get the chance to read the post first, and my wife Avril intercepts the 'Mainbeam' which is always a good read. On my return home after a trip to London I was greeted with a request for me to book in my diary Tuesday 9<sup>th</sup> November for an interesting event on the social agenda at Woodley about the paranormal. I have to admit this is not normally something I would have attended but decided I would go along,

Arriving early to bag the best parking place, we were greeted with the words "the milk hasn't arrived yet" and something about a motorway accident. However, this problem was soon resolved.

The event was well attended. Our hosts for the evening introduced themselves as Chris, Sharon and Carol from Club Zero based in Stockport. Chris explained their Society was formed in 2003 and went on to say that paranormal means 'above normal' and most people are frightened by the unknown. Their group have visited many locations to investigate paranormal activity and they have also appeared regularly on television in such programmes as 'Most Haunted'.

On a small table of gadgets, which were the tools for their trade, was a standard voice recorder for EVP (electronic voice phenomenon), an electronic field indicator, which has the ability to read fluctuations and identify hot spots of energy, a torch, thermometer and cameras. They found that the equipment works better in the dark when there is

less outside noise and lasers work better under these conditions.

It has been found that a common haunting can be attributed to furniture, old castles and building materials, as these act as magnets. These happenings tend to occur at the same time in the same places. An elimination process is gone through which shows 98% is due to natural causes, i.e. flashlight reflections.

Chris explained that CCTV doesn't seem to give proof and does not provide concrete evidence. Sometimes a still photograph can show an abnormality, but normally this can be explained by light reflections or dust. The Group regularly look into new theories and are open-minded.

Chris related his experience in an old houses he lived in and because of the 'happenings' his parents moved the family away. After relating this story members of the audience were too frightened to leave the room to visit the loo!

The evening finished with the audience sharing experiences and the final question "where does this leave us next?"

It was as thoroughly enjoyable evening and it was good to catch up with old friends and make new ones.

As we left the building, everyone felt chilled – but was it the cold night air!

## Letters to the Editor

### Martin Robinson responds to December's piece by Lee on Xenon headlights

Dear Simon,

Lee Davies raises the question of Xenon headlights and the safety arguments for and against them in the last edition of Mainbeam.

I have driven a car with adaptive Bi-Xenon headlamps for the past couple of years covering all types of roads during the hours of darkness and in various countries. In my experience the lights give a more uniform intensity and are particularly good on unlit roads. The main problem for other road users seems to arise when the automatic horizontal positioning of the lights responds slightly later than the change in the vehicles suspension (for example, with a dip in the road). This will bring the lights up causing possible

dazzle and is particularly noticeable at higher speeds. Precipitation in front of the lights also seems to alter the beam slightly, and if I get "flashed" by other motorists coming towards me, it seems to be in these circumstances.

Overall my view is that Xenon headlamps, when factory fitted, are a definite safety aid for the motorist. However, there are two sides to this debate, and others would say that the safety of some other road users is sometimes compromised.

Best wishes,

Martin

## Brief history of the headlight

Ian Carroll has been doing some delving on the internet.

We've come a long way since the man with a flag walking in front of the horseless carriage, but the automotive industry has been slow in changing from its earliest headlights fuelled by acetylene or oil introduced in the 1880s to the first electric lights in 1898 which were an option on the to the Columbia Electric Car. I think the quaintest thing about this car was that the brakes on both rear wheels featured a bell, which rang when the vehicle reached a full stop! (If we had that now it would be a reminder to new associates not to go for the handbrake until the bell rings).

Two things limited the use of electric headlamps; the short life of the filaments and the difficulty of producing dynamos small enough, yet powerful enough to produce the required current.

In 1915 The Guide Lamp Company introduced a car headlight that dipped. Unfortunately, it required the driver to get out of the car and dip the light manually from the front, which of course was not really very useful. Two years later the Cadillac Company made dipping headlights easier by introducing a lever system that allowed the driver to dip his headlights at will from inside the car. The 1924 Bilux (2 filament) bulb was the first modern unit, having the light for both dipped and main beams from a single bulb. A similar design was introduced in 1925 by Guide Lamp called the "Duplo". In 1927, the foot-operated dimmer switch or dip switch was introduced and became standard for much of the century.

In 1935 the Tatra T77a introduced a light with cornering function - the front had three headlamps of which the central unit was linked to the steering, making it possible to turn this lamp in the direction of travel.

Over 70 years later the BMW 1 Series Cabriolet came with Adaptive Headlights as standard on the 135i, the xenon headlights move in harmony with the bend ahead: the beam of the headlights stay on the road. Sensors in the Cabriolet monitor the yaw rate, the steering angle and the vehicle's speed.

Hidden headlamps were introduced on the Cord 810 in 1936. They were mounted in the front bumper which was smooth until the lights were cranked out, each lamp having individual control on the dash. They aided aerodynamics when the headlamps were not in use, and were among the Cord's signature design features.

The familiar 7-inch (178 mm) round sealed beam headlamp was introduced in 1940, and was soon required for all vehicles sold in the United States, Britain, Australia and other Commonwealth countries, as well as Japan. This

headlamp size and shape was never widely accepted in continental Europe, leading to different front-end designs for each side of the Atlantic for decades.

There was no requirement in Europe for headlamps of standardized size or shape. Automakers were free to design their lamps to whatever shapes and sizes they wished, as long as the lamps met the engineering and performance requirements. That design freedom permitted the development of rectangular headlamps, first used in 1961. In the United States round lamps were required until 1975. In the late 1990s, round headlamps returned to popularity on new cars. These are generally not the discrete self-contained round lamps as found on older cars but rather involve circular or oval optical elements within an architecturally-shaped housing assembly.

Since the man with a flag the automotive lighting industry has come a quantum leap to the use of Xenon HID (High intensity Discharge) lamps but they come with pros and cons.

Pros: Three times brighter than standard lamps, the clear white light produced by the Xenon bulb is claimed to be similar to daylight. Research has shown that this enables drivers to concentrate better. Furthermore, this particular light colour reflects the road markings and signs better than conventional lighting. With an expected service life of 2000 hours, the xenon bulb can last up to 5 times longer than a standard halogen bulb.

Cons: HID units cost more to buy and repair than standard halogen lamp units. The brightness is seen by some people as a hazard; it could dazzle pedestrians and what about the car you're following. Imagine a big 4x4 with HID lights behind you!

After that quantum leap we have a jump to left, then a step to the right (sorry getting carried away), Light-emitting diodes (LEDs) are the next big thing in automotive lighting. In 2008 the Lexus LS was the first car to have LED headlights. While currently expensive, LEDs offer several advantages. One of the most important is that they are low heat producing, as they don't heat up an element in order to produce light. However, there is heat produced from the back of the lamp, requiring complex and expensive heat sinks. That also means that in cold weather, you can't count on an LED headlight to thaw ice or snow off of the headlight like you can with typical halogen or HID setups. They're also temperature sensitive, giving different light levels at different ambient temperatures.

What next? . . . . The Future's So Bright, I Gotta Wear Shades!

## Tony's quiz—Tony Richardson

### HIGHWAY CODE

1. What are the requirements for using a mini-roundabout?  
(Highway Code Rule 188)
2. What lights must you use in adverse weather conditions?  
(Highway Code Rule 226, 236)
3. When are you allowed to flash your headlights?  
(Highway Code Rule 110)

### ROADCRAFT

1. What is meant by scanning the environment?  
(Page 24 Roadcraft)
2. What precautions should you take at motorway junctions?  
(Pages 156 Roadcraft)
3. When would you use arm signals?  
(Page 104 Roadcraft)

For the answers, please refer to the latest edition of the Highway Code and Roadcraft on the pages indicated.  
Remember—you may be asked one of the above questions on your next Sunday visit!

## Welcome to New Associates

Welcome to all the new Associates on the January course, some of whom are pictured below:



Lee Piggott  
Tony Bookbinder  
Sophia Livert  
Lizabeth Bohler  
Tim Whiston

Paul Merrill  
Melvin Harris  
Alan Tainsh  
Philip Slack  
Carl Timperley



# MANCHESTER GROUP of RoSPA ADVANCED DRIVERS AND RIDERS

[www.safedriversandrider.org.uk](http://www.safedriversandrider.org.uk)

## HONOURS AND COMMITTEE

<b>GROUP PRESIDENT</b>	<b>Adrian Farrow</b>	
<b>HONORARY MEMBERS</b>	<b>Syd Hinks (1975); John Holland MBE (1988); Peter Croft (1991 - 2006); Phil Harrison (1991); Neil Ashton (1995); Margaret Dyson (2004–2009); Jean Farmer (2006); Mike Beavan (2009).</b>	
<b>CHAIRMAN</b>	<b>Lee Davies</b> , <a href="mailto:chairman@safedriversandrider.com">chairman@safedriversandrider.com</a>	07966 101441
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**BIKE OBSERVERS** Alan Tainsh, Dave Timmins, Cliff Williams, Tony Brammer

Contributions to **MAINBEAM** are welcome and should be sent to Simon Smart.

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**ANNUAL GENERAL MEETING**

**8 March 2011, 7.30pm for 7.45pm**

**WOODLEY CIVIC HALL HYDE ROAD WOODLEY SK6 1QG**

**A G E N D A**

PRESIDENT OPENS MEETING

APOLOGIES FOR ABSENCE

MINUTES of the AGM 9<sup>th</sup> March 2010 and MATTERS ARISING

GROUP CHAIRMAN

SECRETARY

TREASURER

ASSOCIATE TRAINING

SOCIAL EVENTS

NEWSLETTER

ELECTION of GROUP COMMITTEE

SPECIAL BUSINESS

TROPHIES

ANY OTHER BUSINESS (AGM business only)

DATE of AGM 2012

PRESIDENT CLOSSES MEETING

SHORT TALK BY Sgt Dean Memory, Greater Manchester Police Traffic Management & Collision Reconstruction Unit

***FINGER BUFFET and Refreshments***