

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

June 2011

Bike Section Ride Out, 26 June, Malcolm Millington Memorial

The next ride out is on 26 June. This ride, which sets out from **MacDonald's Poplar 2000 Services Lymm**, is in remembrance of Malcolm Millington, one of the founder members of the Manchester Group Bike Section who tragically died suddenly at the age of 59 on 8 October 2006.

For more information, contact Dave Timmins on 01270 610332 or email him at: ride.with.mchr.roadar@gmail.com

Group Social, 8 November

North West Air Ambulance Service

The North West Air Ambulance service will provide the speaker for our November Group social to give an illustrative talk describing the operational activities of the aircraft and crew.

Location: Woodley Civic Hall, SK6 1QG. Time: 7:45 for 8:00pm

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50/50 Draw

FIFTY-FIFTY DRAW, May 2011

First, No 36, Phil Harrison drawn by Nick Doran
Second, No 4, Alan Yates drawn by Joe Taylor

FIFTY-FIFTY DRAW June 2011

First, No 17, Neil Ashton drawn by Ben Pollard
Second, No 10, Geoff Hibbert drawn by Katie Webster

Congratulations

Congratulations to those who recently passed the advanced test:



Tim Whiston, Gold
Alan Tainsh, Gold

Tony Bookbinder, Silver
Paul Barnham retest, Silver



Things that make you go “Vroom”— Debbie McNamara

Well, it's certainly been a busy introduction to my first few months as Chairman of the Group. I'd like to start this update by congratulating all the successful Associates from the January course on their excellent test passes. Your hard work has really paid off and I hope that you will continue to take an active role in the group in the future. Also welcome to our brand new group of Associates who started in May and include 5 people who have undertaken our Young Drivers and Riders Scheme. Good luck to you all and I hope you're enjoying the course!

It was a pleasure to attend the social evening in May when we received an enlightening insight into the role of a traffic officer from PC Steve Benson. Steve filled us in on the practical, on the job training that all traffic officers receive after passing their driving qualifications as well as sharing some of the unique experiences he has had during his time on the force. It was a very entertaining evening and I for one will always be remembering the “attitude test” should I ever be stopped (not that I would be as an Advanced Driver!).

If you're free on the afternoon of Sunday 10th July, I would like take this opportunity to invite everyone (members, families and friends) to attend the Didsbury & South Manchester Car Show, where we will be exhibiting for the first time. This is an annual locally run event and all proceeds from the show go to the Christie NHS Foundation Trust. Entry is free and the theme is *Cars with Character* so I'm sure there will be something that will interest everyone. For the Manchester Group this an exciting opportunity for us to engage with a local community and further promote Road Safety in Greater Manchester, whilst helping to support an excellent cause. Come along, support the Group and see if you can “spot the hazards” or correctly identify the stopping distance at 30 miles an hour!! Further details are available at:

<http://www.didsburycarshow.org>

period during the afternoon, please contact me by e-mail: Chairmain@safedriversandrider.org.uk

I'd like to finish on the following thought. I was reading an article last month entitled “Should electric cars be made to go ‘vroom’?” and it reminded me of a speech I had heard earlier in the year. As you are probably aware, electric cars are so quiet that there has of late been safety concerns raised that the lack of noise could increase the number of collisions, especially with pedestrians. A number of car manufacturers are now considering the problem and some, like Nissan, are already fitting tiny speakers under the bonnets to emit sounds for the safety of other road users.

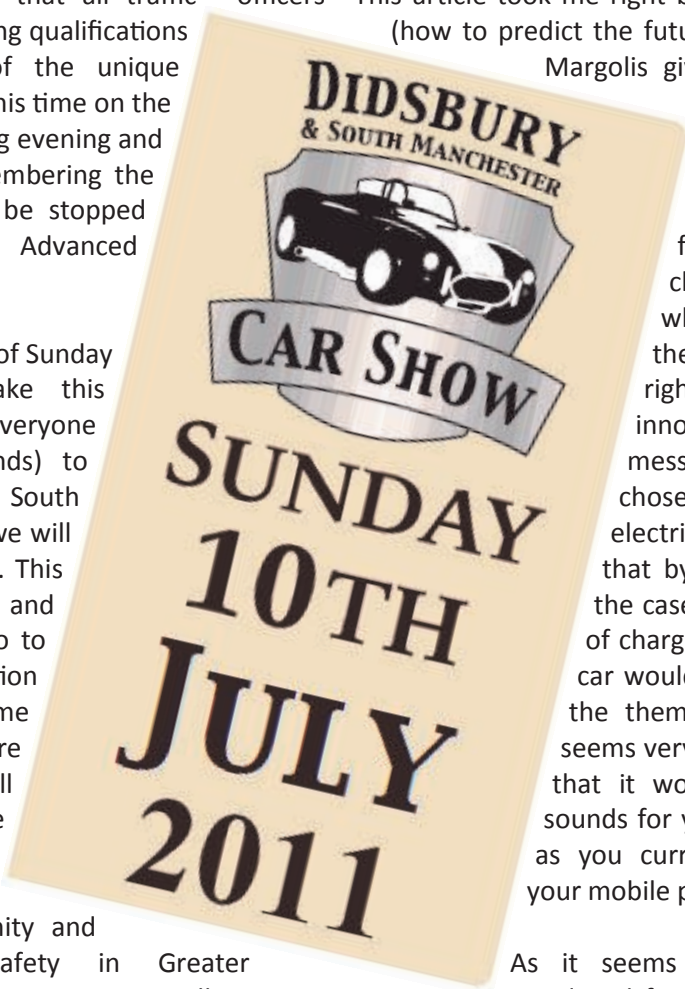
This article took me right back to a speech on Futurology (how to predict the future), that I had heard Jonathan

Margolis give earlier in the year. In this

speech he was discussing how difficult it was to predict the future and giving a formula for how it might be attempted. The formula is like a knight's move in chess, extrapolate forwards from where we are now and then twist the concept slightly to the left or right to allow for human innovation (who saw the text message coming?) Anyway, he chose to example this using the electric car and his predictions were that by 2030 the following would be the case: It would be illegal to run out of charge on a motorway and that your car would have to make a noise (seeing the theme here?). Anyway, as all this seems very logical the twist he added was that it would be possible to download sounds for your car in much the same way as you currently download ringtones for your mobile phone!

As it seems that car sounds are being introduced for electric cars already, I wonder how long it will be before we see adverts on billboard or TV for “CarTones”? Remember, when and if it happens, you read it here in MAINBEAM first!

Until the next issue.....



This, that and t'other—John Holland

Question: How does geography affect your driving?

Answer: Think over the question before reading on.

As a Mancunian my thoughts, had I been asked that question (and I never was, in all truth!), would have been along the lines of territory, roads, ease of access to a variety of locations.

However, living now in north east Essex I have a different slant on the question. Take time please to have a look at your road map (you do still have one, don't you, or has satnav completely taken over?). Now, pinpoint Colchester. Then go east (towards the wet bit on the right) and pick up the A120. That leads to and terminates at Harwich – where I live.

Having left Colchester and the A133 spur road there are very few options to leave the A120. Hemmed in on three sides by water the area is a peninsula, which means a trip out of Harwich also means a 13 mile journey back along the A120 before there is an opportunity to go somewhere else, apart from a few villages.

Having been that Mancunian (I still am), I can appreciate the wider spectrum but I have discovered that there is a phenomenon which I call 'peninsula thinking' – literally thinking inside the box. Where, from the Manchester area can you reasonably travel to in 4 hours? Into Scotland? Down to the West Country perhaps? Even North East Essex! A two-hour journey though, for born-and-bred locals in my new community is quite an undertaking, and for one member of the family who took his family to Alton Towers – well, that's still a talking point, having taken almost 4 hours to accomplish!

So it is that I find that driving as a subject is of little interest which makes forming a new RoADAR Group here a real grind of a task. I've had reasonable success in getting stories in the local paper, and if all goes according to plan, there should be one in Care on the Road for June too. Local shops, the post office and doctors' surgeries carry my posters too. In the main though, 'peninsula thinking' rules the roost. Although I can't provide facts and figures, I would expect that some people travel daily to and from work outside the area, and therefore, like any driving commuters the world over, face additional risks, but if so, they are not exactly queuing at my door demanding to join the Group.

We have a small Group committee and we have now started an initiative to attract younger drivers. When this takes off I will report back to MAINBEAM readers.

Chris Dale Campaign

Chris Dale was 15 when, in June 2009, he was knocked down and killed by a 17-year old who was said, in court, to have been showing off to 2 girls sitting in the back of his Mini Cooper. Since then, Lees Road, Oldham where this death and at least 7 others, occurred has had safety cameras installed, thanks in the main to Oldham Youth Council who are still campaigning to raise awareness among young people. Under the banner of 'Every Life Matters – the Chris Dale Campaign'.

Oldham Theatre Workshop produced a play, 'The Split Second' written by Sarah Nelson which went on tour to local schools and students with stunning effect.

Such is the impact of the play, that a group of north-west driving instructors, who had a special showing of the play have been inspired to do something about it. They have ear-marked the week of June 20th as Every Life Matters Awareness Week, just 2 years after the campaign was started by those Oldham youngsters. Driving instructors are being asked to match donations from their young pupils of £1. The pupils will receive dedicated wristbands and the instructors will be given a black ribbon to tie on to the driving school aerial. It is intended to run this part of the campaign annually, and ADIs are being invited to purchase 'Every Life Matters' t-shirts to wear on the days that they will be actively campaigning or collecting.

Writing in the MSA Newslink, Claire Wilmot says, "I hope that enough instructors will see this as a worthwhile cause with the potential to help keep young drivers safe. No one can put a price on a life, especially that of our own son or daughter.

Anyone wishing to register their interest, make a donation or find out more, can email: info@everylifematters.com

The Story of Oil — Ian Carroll

Ian Carroll finds out what makes your car move smoothly

Oil isn't just slippery stuff that gets on your socks when you're riding a bike or makes pretty rainbows in the puddles, it can make or break your engine. The oil you put in your engine is CRITICAL to a proper functioning and long life for your engine, and the quality of the oil you choose is probably one of the most important things you can consider when it comes to the care of your vehicle.

Once upon a time (in John Holland's day!), oil was oil, it pretty much did for all engines, but since the 1980s with the "Hot Hatches" 16 valves and Turbo's the heat generated by these newer engines was far greater than the basic oils could cope with, resulting in a phenomenon called "Black Death". This was my first encounter, along with Mayonnaise! (that's further on), with car engines. The increase in engine temperature along with closer engineering tolerances was causing the engine oil to undergo a chemical transformation which produced a sticky black substance and was the cause of many engine seizures. The basic oils just couldn't handle the heat and changed their chemical makeup under pressure into a sort of tar-like glue. This blocked all the oil channels in the engine, starved it of lubrication and caused it to seize leaving you with a massive paperweight under the bonnet!

Don't do this but you can reproduce the effect with a frying pan, cooking oil and a blowtorch. The cooking oil will heat up far quicker than it's designed to and will turn to a sticky black tar in your pan. Either that or it will set fire to your kitchen, which is why I said "Don't do this!"

Anyway, now you've put the kitchen fire out, Black Death was the catalyst for the production of newer higher quality oils, many of them man-made rather than mineral-based, blended to cope with the higher operating temperatures of the modern engine.

What does my oil actually do?

The point of engine oil is basically to stop all the metal surfaces in your engine from grinding together and tearing themselves apart. Engine oil must also be able to hold all the nasty by-products of combustion, such as silica and acids, in suspension. It cleans the engine of these chemicals and build-ups, and keeps the moving parts coated in oil. Finally, engine oil minimises the exposure to oxygen and thus oxidation at higher temperatures. It does all of these things under tremendous heat and pressure. One of the other things that your engine oil does is to help keep the engine cool.

0W-30, 5W-30 or 10W-30?

The numbers are the Viscosity or thickness, if you like, of the engine oil. In everyday terms, water is "thin", having a lower

viscosity, while honey is "thick", having a higher viscosity. Put simply, the less viscous the fluid is, the greater its ease of movement. With engine oil 'W' is the 'cold' viscosity rating of the oil, and the number after the 'W' is the 'hot' viscosity rating. The lower the 'winter' number (hence the 'W'), the easier the engine will turn over when starting in cold climates. Or put on the geek shield and go to <http://en.wikipedia.org/wiki/Viscosity>.

Oil and water don't mix.....or do they?

In the late 70's I was working on a Vauxhall Viva which was running rough when cold. On inspection under the rocker cover I removed what can only be described as 2 large jars of Mayonnaise! It was a common problem with this make; condensation built up when left overnight and when the engine was started, mixed it with the oil creating this thick whitish goop. The same sort of thing can still be seen today in modern engines, if moisture is present, under the oil filler cap.

“If you don't use a proper low SAPS oil, then the additives can block the filter with ash, which is a bit like putting a potato up your exhaust!”

So what oil should I buy?

That all depends on your car, your pocket, mileage and service intervals. All brands claim theirs offers the best protection available but for most motorists and most cars, a quality oil is fine. Oils which are known to be good like Castrol GTX, even supermarket brand oils, but which ever oil you buy make sure it has an API and or ACEA rating on the can. If it doesn't, then don't buy it. With that rating you can be sure that the oil has undergone rigorous testing. Don't believe the sales hype - they all perform the same once they're out of the can and into your engine. One of the most important things though is to do a regular oil and filter change.

Let us not forget the diesel engine though. The oil for diesel and petrol engines are different; diesel engines run a lot hotter so the oil is formulated to deal with this. They also produce a lot more dirt from combustion so diesel oils have more detergents. There is a new addition to the diesel oil range that have a SAPS (Sulphated Ash, Phosphorous, Sulphur) rating for diesel engines fitted with a DPF (Diesel particulate filter). This is a filter unit in the exhaust that takes out the microscopic soot particles. If you don't use a proper low SAPS oil, then the additives can block the filter with ash, which is a bit like putting a potato up your exhaust!

One last caveat though, don't get oil on your skin. Long term exposure to oil can lead to some nasty skin problems.

Red Amber Blue — Lee Davies

Lee Davies tries to enlighten us!

RED

Swindon Borough Council is believed to be the first authority in the UK to install a new system designed to stop speeding drivers at traffic lights, according to a BBC News report.

The system, in which cars going over the speed limit trigger the lights ahead, will initially be piloted on two roads with a history of speeding. The Association of British Drivers (ABD) has welcomed the initiative.

The local authority is going to install sensors in the road which will monitor the speed of vehicles. If a vehicle is speeding then the lights will turn red. Drivers will be given no warning of where the sensors are located and there will be no signs to tell the driver why the lights have turned red. Councillor Peter Greenhalgh, cabinet member for transport, said: "We've seen it working elsewhere in Europe and it destabilises the driver. Frequently you see drivers just concentrating on themselves rather than what's happening in front of them. It takes those drivers out of that comfort zone and makes them concentrate on what's actually happening ahead.

"The key is to monitor driver behaviour without beating them over the head. It may annoy them, but I think eventually people will work out that if they maintain a constant speed at or around the speed limit then actually their journey times will be much shorter because they won't be getting delayed by traffic lights".

AMBER

Bristol City Council has expressed interest in switching traffic lights at some junctions to flashing amber – during quiet times – in order to cut congestion.

The system is used in a number of European countries but this would be one of the first of its kind in the UK. Portsmouth City Council has already applied to the DfT to trail the scheme, but the DfT is first carrying out its own research.

Under the change, all the lights at a junction would be put on flashing amber at quiet times, for example at night. The idea is that amber rather than green encourages motorists to be cautious, but, unlike red lights, does not stop traffic flow unnecessarily.

Gary Hopkins, Bristol's executive member for transport, said: "This could aid traffic flow at quieter times but should maintain safety.

"We have roundabouts and junctions where in quiet times drivers get understandably frustrated at hold ups but wiping out the lights altogether could lead motorists to be too overconfident. Current legislation does not allow for this but we will be watching developments very closely."

Andrew Howard, head of road safety at the AA, voiced caution, saying: "We have always liked the principle of the idea because it saves petrol and reduces CO₂ emissions. What someone has to decide, however, is the priority at those junctions – who is going to give way to whom?

"The other problem is – when someone hits someone else and they both went through flashing amber – whose fault is it?"

BLUE

A new video has been launched which offers advice to members of the public on how to help an emergency service driver on a 'blue light run'.

The five minute video – 'Blue Light Aware' – has been produced by the breakdown organisation and road safety charity GEM Motoring Assist. The advice is based on that offered in the Highway Code and addresses specific situations identified as causing confusion for motorists.

The video production follows a three-month consultation period in which emergency service representatives and road safety professionals were invited to provide their expert comment on how each situation should be illustrated and explained.

By watching Blue Light Aware, you will better understand their needs, you will be reducing the risks you face, you will be contributing to a safer road environment and you might also be helping to save a life.

The finished video has the support of RoSPA and can be viewed at:

www.bluelightaware.org.uk

Come Back Feature Five, all is Forgiven!

Mike Beavan considers the implications of relegating the horn signal in the current version of the System of Car Control.

Those who began reading "Roadcraft" years ago will recall that in the original System of Car Control there were six Features, or Phases as they are now known. In addition there were acceleration points at A1, or A2. Today there are just four phases, with the all important information gathering aspect woven through as a continuous process. This makes the new version simple, effective and safe – so long as you have been shown how to use it properly.

One of the cornerstones of the System has always been that its proper use gives - and it is a phrase from the very early days of advanced driving - "time to react." Driving in the correct position while travelling at an appropriate speed, with an effective gear engaged does give an opportunity to have that essential time to react.

Near where I live there is a road on a housing estate which has a 90 degree bend to the right. There are no road markings on the road except for a few hazard warning lines on that bend. To give you an idea of the area, a safe and reasonable speed for the bend would normally be about 10mph. Sometimes on Sundays visitors to the last bungalow on the left, on the approach to the right hand bend, park very close to the bend, causing drivers to cross the hazard warning lines. A high privet hedge to the right blots out any early view. On those Sundays I slow to crawl and sound my horn. Recently, because elderly pedestrians were nearby and I didn't want to startle them, I omitted the old feature five, or horn warning.

Coming towards me travelling too quickly was a young lady in a small car. We both stopped. Had she been travelling more quickly we could have collided.

This led me to two thoughts:

- Put your own safety at the top of the list, even if your horn makes somebody jump.
- Should feature five have become phase four in the 'new' System?

A well respected driving coach I know uses an adaption of the System – mirrors, signal, position, brake (speed), warning – on the approach to a hazard. This means that the last few yards of an approach to a blind area is with the car resting at a constant speed while giving (and perhaps receiving) a warning, which could be horn or headlamp flash at a bend. This observance of the old feature five really does give time to react – that essential safe ingredient in the advanced driver's recipe.

Too often drivers, even after training, approach blind hazards too quickly in the final stage leaving too little time to react, with a great reluctance to sound the horn.

I know that the horn is a signal, can be given at any time, and consideration of a horn warning is still contained in the current System, but it is hidden among the phases. I believe that was a mistake: do you agree?

Letters to the Editor

George Leigh responds to Mike Beavan's article from the last edition of MAINBEAM about the apparent demise of the Police patrol car.

Good article Mike.

Like you, I was a petrol head from a very early age. One of the first cars I remember was my Dad's old Wolseley 25 - with the lit-up badge. In my younger driving days, I look back fondly (now) on a number of interesting conversations I had with patrol car drivers.

I agree with you that there is now a lot of appalling driving which gets away unpunished due to an almost complete absence of police patrol cars. It has never been appropriate use of speed that kills, but incompetent or criminal driving.

Keep up the good work.

George Leigh

The Route to Safer Driving — Liz Bohler

Liz Bohler shares her thoughts about the RoADAR advanced driving course and test

Am I a good driver? Well.....I thought so, but being a new driver I think you always do! I'd passed my DSA test in August 2009 but did not drive again for nearly 12 months. In July 2010, I bought a new car and my first experience of driving was a 20mile round trip to work. Whilst I was careful not to get myself into dangerous situations, I knew that I needed more road time.

Working for New Charter, I saw an article in our weekly communication offering free Advanced Driving to 25's and under. It was fast approaching winter and I thought it would be the perfect opportunity to increase my road knowledge and learn how to avoid accidents.

My course started in January. I wasn't too pleased to find out that once a fortnight I needed to drag myself out of bed on a bleak Mancunian Sunday! The Manchester RoSPA group were great to meet. Friendly, not too serious and more than happy to listen to my crazy ideas on driving. This included telling the group that I drive to the guide of 'The Stig'!

What I enjoyed about the course was the challenge of re-evaluating the way I drive. I had only been driving for 6 months and I was already coasting round corners, criss-crossing my hands. The Police System of driving gave me a logical process of assessing the road and having peace of mind that I react consistently.

Some Sundays I felt completely frustrated and really questioned why I was attending. The fact of the matter was that I thought being an advanced driver would lower my extortionate £1300 insurance premium. When I 'compared the market' it didn't make much difference due to my M postcode.

Out of 8 Sunday sessions I attended 7. It's really important to keep going even when you're finding it hard to motivate yourself. I went to all the theory sessions. Give me a cuppa and biscuits (and an audience) and I'm more than happy! The theory nights allowed me to ask road questions that I was unclear over. It was interesting to hear people's ideas on roundabouts and more interesting to find out there's no one way to approach them!

Every practical, you get a new Observer, which meant that I couldn't persuade one person that I was wonderful and to pass me there and then! Some Observers are more formal than others but I would advise you to use them as much as you can. Make sure they always ask you the cockpit drill, ask them for good pointers whilst you are driving. You have a de-brief every session and get told how well you're driving to the Police System. The course provides you with three books so read them! The books tell you how to get the practical stuff done!

“So, am I a good driver? I couldn't possibly say! But I now have confidence in my driving skills, react less and feel that I'm in control of my car, not other road users.”

I took my test on a very hot, Tuesday afternoon. My examiner was called Andy and made me feel at ease straight away. We drove on A roads, town streets and I felt comfortable with what was being asked of my driving.

I passed, much to the amusement of Manchester RoSPA and my fellow drivers! All be it with flying bronze colours!

Since the April test, I've realised how differently I drive. I take more of the road in, for example, I brake less because I'm judging the road better. I'm pleased that I did the course, it's given me confidence to drive on new roads, taking longer journeys. When I'm a passenger I realise people are always pressing the gas, never use their mirrors then brake and change gear in parallel!

So, am I a good driver? I couldn't possibly say! But I now have confidence in my driving skills, react less and feel that I'm in control of my car not other road users.

If you're thinking of taking the course do! And even if you're doing the course and are lacking motivation, keep going! Half way through the course I had to mount the kerb because I refused to allow a 4 ton tractor to have more road space than me, and now I'm an advanced driver!

Highways Agency Traffic Information

Drivers and taxpayers are set to benefit after the Highways Agency announced on 2nd June that the award of a new seven-year contract to provide traffic information to the millions of people who use the strategic road network every day.

The new contract, to provide the National Traffic Information Service, was awarded to Network Information Services Ltd (NIS), a joint venture between Mouchel and Thales UK. The Highways Agency are committing £57 million to this contract and the new service will start on 1 September 2011. It will replace the traffic data processing and publication elements of the existing ten year National Traffic Control Centre contract with a more efficient one, providing better value for the taxpayer and continuing to provide up to the minute traffic information for people using motorways and major A roads in England.

Roads Minister Mike Penning said:

"I welcome the award of this new contract which will deliver considerable savings while still providing the information services for drivers using motorways and other major roads in England.

Roads Minister Mike Penning



"The National Traffic Information Service is central to the Highways Agency's role of managing traffic and making the most efficient use of the existing network. Timely and accurate traffic information helps both private and commercial

road users to plan their journeys, avoiding delays and congestion that add to the cost of journeys."

The new service will maintain the Highways Agency's capability to:

- Collect data about traffic, planned events and current events.
- Process this data to give a real-time national view of traffic conditions on the motorway and trunk road network.
- Assess the impact of events and traffic flows so staff can make decisions on the best response.
- Put those responses into action, including dynamic signing of traffic diversions and dispatching Highways

Agency traffic officers to deal with incidents.

- Publish traffic and event information through: roadside electronic message signs the Highways Agency (and in future DirectGov) website, for the public our Atlas service, aimed at business, professional and media users web services that are used to provide live content for hundreds of local media websites and are easily adaptable for use in social media mobile devices such as smart phones industry-standard data feeds that can be easily re-used, for example traffic information on Google maps.
- Provide real-time traffic information to the travel news media for broadcasting on national and regional radio and television.
- Provide information for the Agency and others to assess the overall performance of the strategic road network.



Real-time traffic information for England's motorways and other strategic roads is available:

- From the web at www.highways.gov.uk/traffic or www.highways.gov.uk/mobile if using a phone or mobile device.
- By phone from the Highways Agency Information Line on 0300 123 5000 at any time. (Before using any mobile, find a safe place to park. Never stop on the hard shoulder of a motorway except in an emergency. Make sure it's safe and legal before you call).
- From HA Traffic Radio service, available on DAB digital radio and the internet at www.trafficradio.org.uk To tune into the DAB service, simply press the "scan" button on your radio. The radio will tune into all available channels and you can select the new service by scrolling through the channels until you reach "Traffic Radio".
- From Twitter on one of eight separate feeds with live traffic information for each region. For the full index visit www.highways.gov.uk/twitter

Tony's quiz—Tony Richardson

HIGHWAY CODE

1. What is the rule when leaving a parked vehicle unattended?
(Highway Code Rule 123)
2. What is meant by advanced stop lines at traffic lights?
(Highway Code Rule 178)
3. What is the range of signals you can give to other road users?
(Highway Code Rules 103 and 104)

ROADCRAFT

1. What is the safe position for following vehicles at night?
(Page 33 Roadcraft)
2. When would you consider changing to a lower gear?
(Pages 67 Roadcraft)
3. What emotions can be caused by tiredness?
(Page 11 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 May course, some of whom are pictured below:



David Kenworthy
Matthew Nevett
Howard Anderson
Nathan Anderson
Christian Vanroose-Brydon
Katie Webster
Scott Webster
Ben Pollard

Michael Dorrian
Marcus Barclay
Stuart Telfer
Jesamine Kay
Alan Jones
Nick Doran
Joe Taylor



HONOURS AND COMMITTEE

GROUP PRESIDENT	Adrian Farrow	
HONORARY MEMBERS	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); Adrian Farrow (2010).	
CHAIRMAN	Debbie McNamara , chairman@safedriversandrider.com	07968 313853
VICE-CHAIRMAN	Mike Beavan , membership@safedriversandrider.com	01625 428444
SECRETARY	Chris Gandy , secretary@safedriversandrider.com	0161 355 8714
TREASURER	Simon Smart , treasurer@safedriversandrider.com	01565 654267
OBSERVER TRAINERS	Cars: Lee Davies , info@lee-davies.info	07966 101441
	Motorcycles: Tony Brammer , tony@brammernet.co.uk	
ASSOCIATE ORGANISERS	Cars: Sheila Entwistle , sheila.ent@tiscali.co.uk	07855 905343
	Motorcycles: Dave Timmins , ride.with.mchr.roadar@gmail.com	01270 610332
BIKE SECTION	Daren Cox , daren.cox@ntlworld.com	
MEMBERSHIP SECRETARY	Mike Beavan , membership@safedriversandrider.com	01625 428444
SOCIAL EVENTS	Hugh McAdam	0161 335 0615
PUBLICITY	Becky McCabe	
NEWSLETTER EDITOR	Simon Smart , info@safedriversandrider.com	01565 654267
DISTRIBUTION	Jean Farmer	

GROUP OBSERVERS

CAR OBSERVERS Lee Davies, Mike Beavan, Ian Carroll, Jean Farmer, Chris Gandy, Hugh McAdam, Rebecca McCabe, Debbie McNamara, Tony Richardson, Martin Robinson, Simon Smart, Paul Sykes.

BIKE OBSERVERS Tony Brammer, Alan Tainsh, Dave Timmins, Cliff Williams

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

The views and opinions expressed in this Newsletter are those of the individual contributors and do not necessarily express the views or policies of RoSPA, RoSPA Advanced Drivers and Riders or **MANCHESTER GROUP**.