

Obituary to Alan Yates—John Holland

Alan Yates first came to Manchester Group when we ran the Sunday sessions from a supermarket in Oldham – probably in the mid ‘80’s, when the Associate Organiser there was Margaret Dyson. Alan had come to our Group from the Oldham IAM (Institute of Advanced Motorists). He hadn’t been with them long, and hadn’t taken their test.

Alan rarely attended the Sunday sessions at Oldham and he left the Group in about 1990 but re-joined us again in November 2002 when we were at Woodley, which was nearer to his home in Hyde.

This time he worked hard on his driving, but became very frustrated at his own perceived lack of progress. Alan and I had several drives away from the Sunday sessions as we lived fairly close to each other, and as a result we became very friendly. I then found out quickly what others were to learn; that Alan was a very sincere and kind man but in no way solemn! Oh no! He was full of fun and had no pretensions whatsoever. Alan tried his hand at being an Observer but quickly decided that it was not for him – not due to lack of ability but due to his own impatience - he wanted Associates to progress quicker than perhaps was possible. When Alan joined the Committee as Secretary and Newsletter Editor, he lightened the monthly meetings considerably.

Back to his early days with us at Woodley, he came to a Group talk at the Community Centre. It was my turn to ‘do something’, so as my subject I picked Map Reading. This started as an explanation of how map reading could be abbreviated for driving, and which originally started in rallying circles, using two methods, that of ‘Herringbones’ and that of ‘Tulips’. I then moved on to Ordnance Survey maps in general, but had hardly started when Alan, without

“A walk by Alan wasn’t simply organised by looking at the map and planning a suitable route; this he did but then followed it by one, and often more, ‘recce’s’ to see if the route was ‘do-able’”

any sense of one-up-manship virtually took over. This was before we generally knew that he was a member of 2 walking groups, not as a ‘follower’, but as we came to expect later, as a leader. Later still, he was to amalgamate his interests and organised walks for the Group which were very popular. A walk by Alan wasn’t simply organised by looking at the map and planning a suitable route; this he did, but then followed it by one, and often more, ‘recce’s’ to see if the route was ‘do

able’. On the walks, Alan was so considerate for all members of the party, encouraging those who were flagging, and entertaining young children with facts and figures relevant to the walk. Often assisted by walking companion Brian Bradford, Alan’s knowledge of the fauna and flora, as well as anecdotes of places encountered was incredible.

Always smartly turned out (even on his organised walks his boots were clean to start with, and his outer clothing smart), he spent some of his time in uniform. First in the RAF as a national serviceman, where he became a real big noise, for without any musical inclination whatsoever, he was put in a marching band to play the big drum! Alan would have loved the irony of that.

Alan had been a painter and decorator but one day somebody suggested that he should have a go ‘on the buses’. The idea appealed so he went for an interview and immediately got the job of conductor, when they were still the days of ‘guards’ as they were often called, and were turned out in smart regulation uniform. He then progressed swiftly through the Greater Manchester Transport ranks as driver, inspector, then Superintendent.

A father of 4 children, 3 boys and one girl, Sue he leaves a widow, Joan. Sue often accompanied Alan on his organised walks for the Group and has the same enthusiasm as her dad.

Alan was cremated at Dukinfield Crematorium on Tuesday 20th September and Simon Smart, along with Mike Beavan, Sheila Entwistle, Hugh McAdam, Mike Singleton and Alan Tainsh, represented Manchester Group. Simon said afterwards, “The chapel quickly filled, and then there was standing room only. His grand-daughter Katie and son-in-law David both said very nice words, recalling happy memories of Alan — he was the ideal family man”.

Manchester Group donated £100 each to The Willow Wood Hospice, where Alan spent his last days, and to The Christie, where he received most of his treatment.





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).	
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GROUP OBSERVERS		
CAR OBSERVERS	Lee Davies, Mike Beavan, Ian Carroll, David Carter, Jean Farmer, Chris Gandy, Rod Hewitt-Dean, Hugh McAdam, Rebecca McCabe, Debbie McNamara, Tony Richardson, Martin Robinson, Simon Smart, Paul Sykes.	
BIKE OBSERVERS	Tony Brammer, Neil Bellingham, Daren Cox, Mike Reilly, Alan Tainsh, Dave Timmins.	

Contributions to **MAINBEAM** are welcome and should be sent to the Newsletter Editor. 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** of RoADAR

50/50 Club 2011/12 Season

To raise funds for social events, Manchester Group operates a 50/50 club. 50% of the proceeds go to the social fund, with the remainder being used as prizes. The Group sell 'shares' at £12 each and for the next 12 months these are entered in the draw that takes place on the first Associate Sunday of each month. The winners each month are the first two drawn out of the hat. There is no limit to the number of shares each participant can have and the scheme is open to Group Members, Associates, their family and friends.

The next 50/50 year starts on the first Associate Sunday in November. If you would like to participate, please use the Application Form on the back page of this newsletter and send it with payment to Simon Smart before 31st October.

Group Social, 8 November

North West Air Ambulance Service

Harry Watson from the North West Air Ambulance service will be our speaker for the November Group social. Harry will give an illustrative talk describing the operational activities of the aircraft and crew. Harry is a former RoSPA examiner and police Class 1 driver.

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

Group Walk, 22 October

Sale Water Park

The next Manchester Group walk will be led by Mike Beavan and starts from Sale Water Park visitor centre at 10.30am on Saturday 22nd October. The walk is in memory of Alan 'Yomper' Yates who sadly passed away last month. Alan instigated the Group Walks about 6 years ago and up until ill health got the better of him, he also led them with his good friend Brian Bradford.

In order to appeal to as many people as possible, the walk is a total of 5 easy flat miles along the banks of the Mersey. The route takes us from Sale Water Park to Chorlton Water Park and along the opposite bank of the Mersey. There are toilets at the beginning, middle and end of the walk.

Bring butties, dogs, spouses, children, in-laws – the more the merrier. We shall stop for lunch after about 2 ½ miles.

Location:

You can reach Sale Water Park from junction 6 of the M60. Follow the signs for the Trafford Water Sport Centre onto Rifle Road. We shall meet at the **first** car park, which is opposite the visitor centre. **Do not** go all the way to the large car park overlooking the water.

When:

Meet at 10.20 for a 10.30am start. Ring Mike's mobile 07505 308310 in case of difficulty.

50/50 Club Draw—Recent winners

50/50 Draw, September 2011

First, number 34, Sheila Entwistle, drawn by Richard Jones

Second, number 10, Geoff Hibbert, drawn by Joan Makin

50/50 Draw, October 2011

First, number 18, Michael Davies, drawn by Joan Makin

Second, number 36, Phil Harrison, drawn by Lucy Caton

Congratulations — Recent test passes



David Kenworthy—Car section, Gold
Dave Walker—Bike section, Gold

Howard Anderson— Car section, Silver
Nathan Anderson— Car section, Silver
Marcus Barclay—Car section, Silver
Nick Doran—Car section, Silver
Ben Pollard—Car section, Silver
Scott Webster—Car section, Silver



RoADAR National Awards—Lee Davies

RoSPA are aware that many RoADAR Groups work extremely hard at promoting the message of advanced driving and/or riding, as well as other road safety initiatives. To highlight this, and to show their appreciation, HQ is introducing the RoADAR Awards.

Inspired from an idea by the RoSPA Chief Executive following his recent RoADAR Test pass, HQ are interested in hearing about local road safety initiatives that Groups have been supporting, events we have taken part in promoting RoADAR, particularly to young or 'older' drivers, partnerships with other like-minded organisations (e.g. Police, Fire, Bike Safe) or anything else that we have been involved in during 2011. RoSPA are also keen to hear about other ways that we have promoted the Group, such as developing your own marketing material or events kit, or strategic advertising.

The entries will be judged on who has shown the most initiative, as well as time and hard work put in on behalf of RoADAR. Four Groups will be selected as finalists, and will be invited to an Awards Day at RoSPA's new location in Birmingham in November. Up to 5 people per Group may attend. Each Group will be asked to deliver a 20 minute presentation to the assembled group and a panel of judges. Following a buffet lunch, the prizes will be awarded. RoSPA are awarding cash prizes to each of the four finalists. The winning group will receive £1000; there will be £500 for second place and £250 each for the two runners up.

The Group have formed a sub-committee that is currently working hard to put together the Manchester Group application. So look out in the next edition of MAINBEAM to see if we were successfully shortlisted!

Car that can't crash a reality? —Lee Davies

I was recently invited by Ford UK to their road safety event where I was given an opportunity to test drive the latest Ford Focus (other car manufacturers are available!).

I have to admit I was quite impressed by some of the latest technology and wonder how close we are to a car that can't crash and even drives itself – the Ford Focus was scarily close to it!

The following features demonstrate just some of the new technology now available:

Low Speed Safety System

This system is designed to assist you in slow moving traffic and at speeds under 20 mph. If its sensors detect the car in front has unexpectedly stopped, the car applies the brakes automatically. I tested this driving at a foam wall (just in case!) off road. Sure enough at about 19mph the vehicle stopped itself as I felt the ABS kick-in with an inch to spare! The engine turned itself off and the hazard warning lights were automatically activated alerting your 'emergency stop' to following vehicles. My instructor also explained that above 20mph the brakes would still activate and whilst we would have come into contact with the 'vehicle' in front although the impact would have been reduced.

Lane Departure Warning

Lane Departure Warning alerts you before you drift out of lane by vibrating your steering wheel. The level of vibration can be adjusted to three levels of sensitivity and a visual alert pops up on your driver information cluster. A welcome and timely prompt to correct your lane drift.

Lane Keeping Aid

If you're slow to react or don't respond to the Lane Departure Warning, Lane Keeping Aid will apply gentle steering input to help make sure you stay in the correct lane. It's good to know the new Focus is looking out for you.

Adaptive Cruise Control with Forward Alert

Adaptive Cruise Control (ACC) is an advanced speed control system that monitors the road ahead using a radar sensor for an even more relaxed drive. Like cruise control, ACC allows you to select and maintain the speed you wish to drive. However, if the system detects a vehicle ahead of you, it will slow your car to ensure a pre-set distance between your cars. Once the road in front of you is clear again, it will revert to your chosen speed which can be set from 15mph to 70mph. It also features Forward Alert, a monitoring system which warns you if you get too close to the vehicle in front of you.

Blind Spot Information System

Using radar sensors, the Blind Spot Information System is designed to see things that you might not – vehicles hidden in your blind spots. If the sensor detects a car in your blind spot, it alerts you with an orange light in your door mirror to let you know something is coming. Door mirrors have never been so sophisticated and safety-conscious.

So... how close are we to a car that drives itself and where does that leave RoADAR in years to come?

Obituary to Gordon Asbury —John Holland

Gordon Asbury, who died just 12 hours after Alan Yates, and just 3 days before his 85th birthday, spent much of his life in the driver-training industry.

Born in Rhos-on-Sea, north Wales, Gordon added 22 months to his age in 1943, so that he could join the Home Guard, and then when he was 18 he joined the regular army. Whilst serving in the Royal Artillery he soon saw action in Europe. He became involved in the transport section and drove in the first convoy taking supplies into Belsen, where he witnessed at first hand the horrors of that concentration camp. He was transferred to the Royal Army Service Corp (RASC) where he became more involved in transport, and in 1951 he again saw action in Korea. More action followed when he was posted to Aden in 1964.

He retired from the army as a Regimental Sergeant Major (RSM) at the Army School of Transport in Bordon, Hampshire. Despite his days of action, he also rode in and skippered the Army M T School Motorcycle Display Team, and also won the Army 'Skills on Wheels' competition. He also competed five times in the Annual 'Auto point' competition for the Army against the London Motor Club, which was televised on BBC Grandstand.

On leaving the army he worked for the RTITB (Road Transport Industry Training Board), and wrote their training manuals for HGV Driving Instructors and examiners, and at this time he became involved with the Lorry Driver of the Year Competition.

Later, he was to join RoSPA where he worked on their Advanced Driver Training programme for the training of company car drivers.

He then became involved with The Bus Driver of the Year Competition – and that's when the Manchester Group first met him. The competition has for many years held its final at Blackpool (last month was the 45th anniversary of the event). In the early 1980's members of our Group went over to the resort to assist as marshals. This meant leaving the Manchester area before 7am to be in situ for the 9am start. Gordon was Clerk of the Course and, typically, ran the event very smoothly and along military lines – and this is where I



*Gordon Asbury in his quarters at The Royal Hospital, Chelsea
Photo: John Holland*

had my first meeting with him, resulting in a big row. He didn't tolerate anything less than perfect and one or two marshals were made to know this fact. As the one who had organised our visiting group I took this up with Gordon and told him that we were all volunteers, did it at our own expense and all we had out of it was a long day and one cup of tea! To his credit, Gordon soon ingratiated himself with the offended parties and they, as many others had done, quickly fell under his spell.

His personal life took a turn for the worse; he had an acrimonious divorce, and after moving from Wembley to Aldershot to be near his family, he started to suffer from horrific nightmares of the sights he had seen at Belsen.

Gordon enjoyed receiving his copy of MAINBEAM and keeping up with news of events in the Group, making several monetary donations, and he came to the Group's celebration of 50 years of RoADAR in 2005, from his home in Aldershot.

Then in 2007, on 1st October, he was accepted into The Royal Hospital at Chelsea, home of the Chelsea Pensioners, and later he was to say that he wished that he had gone there 10 years earlier. Typical of Gordon's dry, sometimes

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black, humour, on learning that the Chaplain's name was Dick Whittington, he joked to his son David, "I know I'm old, but I never expected to be buried by Dick Whittington!" Gordon joined in to life there to the full, and was seen on TV parading at the Remembrance Service at the Royal Albert Hall, and enjoying the sunshine of the Centre Court at Wimbledon.

Gordon's funeral was held at the Margaret Thatcher Infirmary at The Royal Hospital on 27th September, and Marie and I attended, representing RoSPA.

Gordon leaves 5 children, 12 grand children and 10 great-grandchildren.

This, That and T'Other —John Holland

Local tip

My local council tip is sensibly placed away from housing, but to get to it, off a main road, a narrow lane has to be used. It's a well-tarmaced surface (re-done last autumn), and on one side there is a high fence backing on to gardens, some with gates opening directly on to the road, which has no pavements. On the other side is a vast open sports field accommodating cricket, football and rugby pitches, without any dividing fencing. It's as favourite walk for locals to take them down to the beach.

In order to protect all users there are 4 humps (sleeping policemen) along a quarter mile stretch of the lane from the main road to the tip entrance to curtail the speed of some vehicles.

With the humps spaced out at approximately 100 yard intervals, I am amazed to see how many vehicles speed up in between the ramps. This means braking – some of it excessive, on reaching the hump. In turn, on a busy day, this

“Clearly, the idea of planning the speed for the whole of the protected area so that there is no need at all to brake merely for the humps, hasn't arrived in the thinking of some drivers.”

means that successive vehicles have to brake too. Clearly, the idea of planning the speed for the whole of the protected area so that there is no need at all to brake merely for the humps, hasn't arrived in the thinking of some drivers.

This is not intended to be 'yet another one of those lectures', but just to point out the irony which may have escaped some. The traffic using this stretch of road are, in the main, green-thinkers concerned with saving the planet by disposing of their rubbish correctly! What price the fuel, wear and tear on their vehicle then!

Don't be dim!

October and the nights pulling in; it happens every year without fail, so why am I always surprised by the rapid approach of change-the-clocks time?

Another aspect of this time of year, for those of us who leave cars outdoors, is the amount of condensation that

accumulates overnight.

When I go for my paper each morning there is daylight still for me to enjoy the walk. I can identify those vehicles that have not had the luxury of a sleep-over in a garage by the amount of moisture on them, most of them showing two half-moons of clear glass on the windscreen but otherwise with all other glass surfaces, including exterior mirrors obliterating any view at all.

Most cars now have electric windows and it doesn't take a lot of effort to wind the windows down, all round, and then wind them up again. Not always the most efficient way of clearing the glass, but in many cases sufficient. Rear screen wipers, too, are quite common, and these together with screen heaters make for a fairly transparent view all round. So why do some of us persist in jumping into the car to start the day off, give a token wave of the windscreen to open up some view of the road ahead and drive off?

The basic building block of The System of Car Control is Information and the taking of that is just as important as that of giving information. I have seen cars turning left with no views at all through the side window when pedestrians have been at the corner.

Soon, when the longer, darker mornings and nights arrive we will once again be seeing the on-eyed monsters roaming the streets – those vehicles with faulty lights, back and/or front. Illegal of course, and highly dangerous. These drivers are quite likely to be those who also set off to work with minimum visibility through their windows, so fail on both counts when it comes to 'Information'.

Bulbs do fail, but once again 'Roadcraft' gives help here in the practise of Pre-Driving Checks, sometimes better known as the Cockpit Drill.

Keep space!



Comments on the RoADAR bike training and test — Dave Walker

I recently passed the RoADAR advanced motorcycle test at Gold standard after having completed my training with Manchester Group of RoADAR. I would like to thank the Manchester Group Tutors for their professionalism and the quality of training they provided me.

I passed the direct access test about 6 years ago and had been looking to take further training when I came across Manchester Group. I spoke with their contact, Dave Timmins, who very enthusiastically told me about what the Group were about and what was involved in training and how it was conducted. I agreed to put my name on the waiting list and was eventually contacted by Daren Cox, who was to be my Tutor.

I arranged to meet with Daren in Macclesfield for an assessment ride. Although I was a bit apprehensive about this, Daren immediately put me at ease. We discussed what was involved in training for the RoADAR advanced test and went through some documentation checks before moving on to an explanation of the pre-ride 'P.O.W.D.E.R' bike checks. For the assessment ride, I was asked to ride as I normally would so that Daren could determine what level I was at and what improvements could be made. During the 40 mile ride, we pulled over a number of times to discuss various aspects of my ride. At the end Daren gave me good feedback and we made arrangements for further training. I was very impressed the following morning to receive an email from Daren with a detailed report on my ride giving me both positive feedback

“Although the ride was about 2 hours long and very intensive, the feedback was extremely detailed.”

on the good parts of my ride and also where I needed to concentrate on improvements within my riding plan. He ran through in great detail where I needed to improve without being negative. I took this on board and each time I went out for a ride on my own tried to encompass this into my ride.

During my training Daren took me on all types of road from small lanes to 'B' roads, 'A' Roads and Motorways, taking in all sorts of conditions. I thoroughly enjoyed each of the ride outs and immediately after each ride Daren would email a

detailed breakdown.

After four outings Daren said in his opinion I should apply for the test. Daren then arranged for a further assessment but this time Dave Timmins would come along also. Again this was an extremely enjoyable ride out. I was nervous as to what comments I would receive but once again everything was very positive and encouraging.

“I would recommend any rider to take advantage of what Manchester Group has to offer as it is an extremely cost effective way of obtaining advanced rider training.”

Then the test! I was very nervous but was put at ease straight away by my examiner. The test was excellent and we took in some great roads covering every traffic situation. I was very impressed with the debrief too. Although the ride was about 2 hours long and very intensive, the feedback was extremely detailed.

I would recommend any rider to take advantage of what Manchester Group has to offer as it is an extremely cost effective way of obtaining advanced rider training. The advantage of this over other training schemes is that you have to re-test every three years so you need to keep up the training you have been given and consistently apply this in your everyday riding.

The RoADAR guys are all volunteers and are very dedicated to improving motorcycle riding safety. They are very professional and give excellent feedback and great encouragement. You must however take onboard what the guys are relaying to you and develop the confidence to introduce it into your riding.

I would highly recommend the ROSPA training. It is the best motorcycle training to enhance and develop motorcycle skill and safety on the road. If you are considering motorcycle training this is the best!

Many thanks both Daren and Dave for all the guidance, help, support and advice. They are always there to help.

Not the end of the road — John Holland

The A5 as the Romans Knew It and where Our Road System Began

This track, pictured, across a field in Kent, is the start of our road system.

When the Romans landed in Britain in AD43, they came



ashore at Richborough under the command of Claudius, just a mile or so outside the town of Sandwich, and to make a huge statement they built a triumphal arch some 25 metres high, claiming 'This is Roman territory!' Words were not enough of course and to protect their landing area they also built a fort. The arch has long gone but remains of the fort, in the care of English Heritage, are still to be seen, incongruously nestling alongside a power station and in clear sight of a land-bound wind farm.

Richborough (its original name of Rutupiae means 'muddy estuary') was a thriving hamlet when the invaders arrived, but under their influence quickly developed to rival nearby Dover.

A mansio (resting place) was set up in the town as well as a civic centre, amphitheatre, baths and temples. Streets were laid

out, well-managed and paved to link these buildings, and timber and stone were used to build the new dwellings, a far cry from the mud and wattle in the surrounding areas. Mosaic floors and painted plasterwork have been found, sadly now all ruined. The town was famous throughout the Empire for the quality of its oyster beds.

The track in the picture would have meandered, but the Romans straightened it out wherever possible to link with Dover and Canterbury. Later it became known as Watling Street, and later still the A5, heading to the north west and Wales, where in several places it still carries the name of Watling Street. Also many roads carrying the name of Stone Street are associated with this thoroughfare too.

Today Watling Street heads north through St Albans, on through Herefordshire and into Shropshire, where, just south of Shrewsbury at Wroxeter more evidence of Roman culture, and Watling Street can be found. Here, it crosses the River Severn and diverts sharply south to head for Usk and Caerleon in Monmouthshire, suggesting that goods brought into Britain at Risborough made their way to this Welsh port area for onward distribution.

Then Watling Street becomes fragmented; the A5 clearly going on to terminate at Holyhead, but also with strong evidence of its existence at Chester and further north towards the Scottish border.



So look again at this track in a field and marvel at its history and development into the roads system that we take for granted today.

Photos: John Holland

Roll out of new V5C (log book) — Paul Williams

Paul Williams sent in a reminder that the blue V5C Vehicle Registration Certificate (also known as the log book) will be replaced by a new red version, as shown by the letter below from the DVLA, together with a facsimile of their explanatory leaflet. The roll-out follows the theft of a number of blank blue certificates.

Driver & Vehicle Licensing Agency

DVLA
Longview Road
Swansea
SA6 7JL

Website www.direct.gov.uk/buyer beware

Date:

Dear Sir/Madam

DVLA ROLLS OUT NEW STYLE VEHICLE REGISTRATION CERTIFICATES (V5Cs)

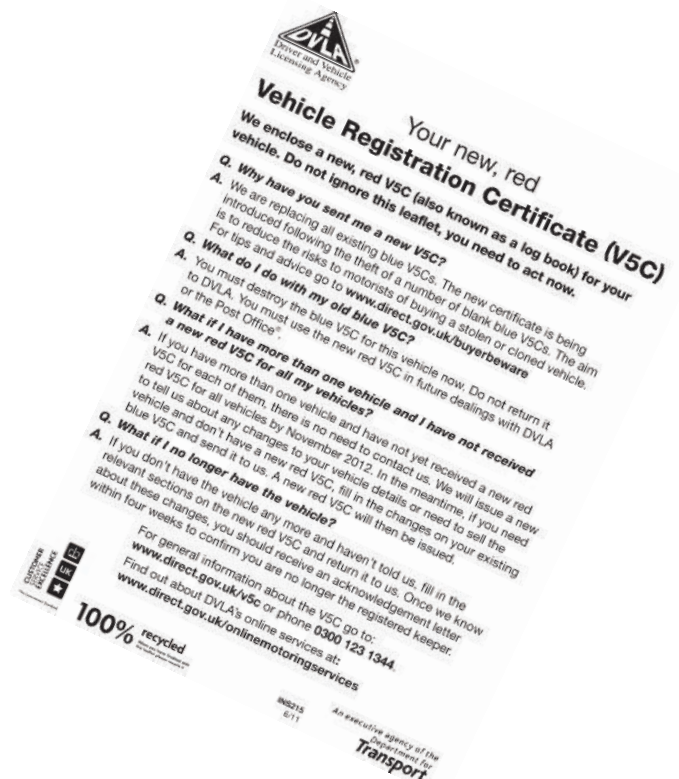
DVLA introduced a new red V5C in August 2010. The new red V5C is more secure, customer friendly and highlights the need for buyers to check the legitimacy of the vehicle presented for sale. More information can be found at www.direct.gov.uk/buyer beware.

From 4th September 2011, when a vehicle is taxed or declared off the road (SORN), DVLA will automatically send the registered keeper a new red V5C if they haven't already been issued with one. Registered keepers will be advised to destroy their blue V5C and to use the new document in any future dealings with DVLA or the Post Office®.

As part of this process an insert giving customer advice will be included with V5Cs. A PDF copy is attached for your information. Please note, the number included on this insert will not be operational until October.

Yours sincerely

Rhys L Morgan
Head of Vehicle Registration
Products & Services
Operational Support & Development Directorate



Tony's Quiz — Tony Richardson

HIGHWAY CODE

1. What precautions should you take when joining a motorway?
(Highway Code Rule 259)
2. Coasting relates to a vehicle traveling in neutral or the clutch depressed. What effect does this have on vehicle control?
(Highway Code Rule 122)
3. When must you not overtake?
(Highway Code Rule 274)

ROADCRAFT

1. What are the requirements relating to the correct seating position for drivers?
(Page 78 Roadcraft)
2. What are the most common causes of skidding?
(Page 87 Roadcraft)
3. What are the range of signals you have available and the problems you might have from other drivers signals?
(Page 124 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 the new Associates on the September course, some of whom are pictured below:



Joan Makin
 Tony Makin
 Tom Reed
 Chris Smith
 Rachel Rowley
 Christian Vanroose-Brydon
 Margaret Kirby-Welch
 Kelly Jones
 Richard Jones
 Jean Conway
 Barry Sheridan
 Lucy Caton

50/50 Club 2011 Application

Dear Reader,

Here is your chance to purchase a share in the Manchester Group annual 50/50 Club. Simply complete the form below and send it with your payment to reach Simon Smart, the Group Treasurer no later than **31st October 2011**.

To: Simon Smart, 2 Grebe Close, Knutsford, Cheshire, WA16 8HW.

I wish to take share(s) at £12 per share in the 50/50 Club to run for 12 months commencing on the first Associate meeting in November 2011. My cheque/postal order payable to "**RoADA SOCIAL ACCOUNT**" for the sum of £ is enclosed.

Please print the name(s) and address(es) of shareholder(s) below:

.....
.....
.....
.....

Applicant: Applicant's Signature: