

## OBITUARY to PETER CROFT – A Job Well Done

After a long illness, borne with characteristic phlegm, Peter Croft died six weeks short of his 70<sup>th</sup> birthday.

Peter Croft? Sadly, for many in the Group now, Peter is quite likely unknown. To those of us however who knew Peter his death is particularly hard to bear in the context of The Manchester Group, and for those of you who didn't have the pleasure to know him, as a Group Member or Associate you are still reaping the benefits of his long association with us.

Peter took on so many roles within the Manchester Group from its days in The League of Safe Drivers (LSD), through the transformation to RoADAR of today, and the successive name-tweaks since then. Within the Group he has been Chairman, Secretary, Associate Organiser; those are official roles, but to the Group he has been much, much more than that. Although not comfortable in the role of Chairman, preferring to take on the roles that he perceived as being more low-key, Peter was so very helpful in so many ways. In my several stints as Chairman I couldn't have wished for a better side-kick, and who can forget Peter's whispered asides to bring me back to protocol at Group Annual General Meetings – always a way of raising a spontaneous laugh from the assembly!

Peter and I travelled over wider areas in visits to other Groups and to Group Conferences which were such a valuable part of promoting the RoSPA Groups in those early days. I always did the driving, but Peter was not one to go along 'just for the ride'. No, he'd make sure that there was no danger of me falling asleep at the wheel by his constant chatter, always focussed on Group or RoADA matters. When Louise Duncan, the founder of the LSD decided to write a book, she asked for help from Peter and me. I 'ghosted' from her notes and Peter did the proof reading, and this entailed some trips to Mrs. Duncan's home in London, and if I needed to focus my mind on the book's contents then Peter was certainly the companion to have.

At times Peter was an embarrassment. Who could not help squirming at Group Social Evenings when visiting speakers were challenged and questioned by Peter, often prefaced with the phrase, "Sorry, but I don't agree!" But then, how often did others in the audience not secretly think, "That's just the question I wanted to ask!"?

Peter's real legacy to RoADA both locally and nationally, is in the two booklets he wrote. *'The Road to Acocks Green'* was written by Peter in 1994 as a record of

the history of the RoSPA League of Safe Drivers. In the Foreword to that publication, Bob Smalley Chief Examiner, wrote "*The RoSPA Advanced Drivers Association is indebted to Peter Croft for his initiative and thorough research in producing a further record of the continuing history of our Association as we enter our 40<sup>th</sup> year. It reflects the special support we receive from our many loyal members and examiners, to whom I offer my personal thanks. To Peter, I say – 'A job well done'.*"

*'An Anatomy of the Manchester Group'* was also written by Peter, in 1995, and is a valuable history of the Group from that date back to 1974 when the North West of England Group of the LSD became The Manchester Metropolitan Group, which was a convenient peg from which to start. Sadly, both booklets are out of print, but perhaps there is a case for publishing them as one volume, a suggestion not for debating right here, but perhaps for someone in Birmingham to further.

Born in Hull, where he met Jean on 25<sup>th</sup> May 1957 (as precisely and well remembered by Jean, as that), and they married in June 1961. They moved to Failsworth because of work commitments and had one child, Zoe, who, from about the age of 12 onwards was a familiar figure at Group activities, often taking on marshalling roles.

I've tried to write this obituary dispassionately, but as a flavour of Peter's influence, below is an extract from the Foreword I was privileged to write for the 'Anatomy':

*"We are indeed fortunate that the person who has written it is Peter Croft, whose own name appears so often in the list of Group Officers. What doesn't show in that list is the measure of Peter's commitment to the Group over so many years. I remember Peter joining as an Associate at Urmston and creating for me several of those 'freeze-frame' moments. For example, never accepting what he was told until he had asked a supplementary question to clarify a point; or getting tools out of his van (he was a lift engineer at the time), and going underneath somebody else's car to check a possible problem for them. I can remember his phone call to me to tell me that he had passed our Test, and failing dismally to hide the pride in his voice. That commitment, or loyalty, to the Group hasn't abated one iota in the years I have known him, and his work as Group secretary for so many years has been the cause of thanks, often unexpressed, for several Chairmen."*

**John Holland, President, Manchester Group**

Peter died on 14<sup>th</sup> September 2006 in the Royal Manchester Infirmary after a prolonged stretch of ill-health which started over 20 years ago.

## Editorial – Alan Yates

**SPEED AWARENESS | I see that the Shropshire policeman who was cleared of speeding while “testing” an unmarked police car at speeds of over 150 mph in May 2005 was discharged after being convicted of dangerous driving following a re-trial in August 2006 .** The judge said that Pc Milton had suffered enough over the last 2¾ years.

I have commented on this before and I certainly have mixed feelings regarding this particular outcome. Should there be a different rule for police or not? Has a trained officer got the right to “test” a new car at excessive speeds, even in the early hours of the morning? Was it more criminal because the car was unmarked?

One part of my brain says he was doing things right at the time; we all need to know the capabilities of our vehicles. Perhaps not to the same extent of going to the extremes of safety.

If Pc Milton was given approval to “test” the car’s capabilities, then the senior officer who gave that approval bears some of the responsibility for the events. I personally want the police to catch criminals, even at high speed if necessary, otherwise we end up with villains just cocking a snoot at the law more than they do now. I do realise that people, sometimes innocent people, get hurt but I do not go along with the alternative of not making some attempt to apprehend the wrong-doer.

My other side asks, what if something had gone wrong? My early morning drives confirm that other vehicle users are often not properly aware. Some still putting their seat belts on as they come off their driveways, and of course some just have to use the mobile phone! Would anyone have seriously expected a car to be traveling at excessive speed without lights flashing or some sirens being sounded? There again maybe they were. We only get the details from newspaper reports and television, the minutiae often goes unreported.

Both RoSPA and Brake condemned the the decision not to prosecute.

### Related Links

[BBC News](#)

**SAT NAV | Once again the dreaded misdirection by sat-nav device directed a coach load of pensioners down a country lane to nowhere, at least, a road to nowhere for the size of the coach.**

Locals are complaining that the event was nothing new. It seems that the system sees the country lane as a short cut from the main A48 Gloucester to Chepstow Road onto the B4228 Coleford Road.

Rosemary Lane is an unclassified road and unsuitable for large vehicles. The coach had to negotiate fields of stubble to regain the main road. The poor pensioners missed their lunch date at a pub and finished up later in the day at a garden centre.

Meanwhile, in Lancashire, a parish council has asked satellite manufacturers to update their systems because HGV vehicles are getting stuck in the narrow lanes that surround the area of Whittingham. Some home owners are saying that lorries are attempting to turn round in their driveways.

Ah, the delights of technology!

**TICKETING TARGET | A parking warden has been criticised for writing out a ticket for a car after it had been involved in a crash.** The VW Golf was slapped with a £100 fixed penalty fine within hours of the collision — and the stranded car was given another ticket the next day by the same warden.

Passer by James Pennant said: "I was flabbergasted. The VW was clearly undriveable and the car it hit was on the other side of the road. "It was obviously the scene of an accident. Someone could have been killed or badly injured — but that didn't stop him writing out a ticket. I told the warden what he was doing was atrocious but he just told me to go away."

A spokesman for parking firm APCO apologised and said the tickets would be cancelled.

**SPEED SPRAY CON | Visitors to the Royal Lancashire Show were tempted to part with £20 to buy cans of Safe Plate Anti-Flash Protection, a spray that claimed to make licence plates invisible to speed cameras.**

But Wesley Morby — who sold the answer to every speeding motorist's prayers has been fined for selling the spray, which did NOT do what it said on the tin.

Trading Standards officials at the show noticed Morby's stand claiming his product had the ability to defeat speed cameras. Tests by Lancashire Constabulary officers confirmed, to little surprise, that the claims were spurious.

**MOTORCYCLE ACCIDENTS | A report says that motorcycle accidents have again dropped by 13% in London's congestion zone.** This in spite of an increase in bike usage. The Motor Cycle Industry Association (MCI) believe this is due to fewer cars and vans in these areas during the period 2001 to 2004.

Transport for London is investigating the idea of opening bus lanes to motorcyclists to further reduce bike casualties.

**SLOWING DOWN? | The Isle of Man Government has decided to “Rigorously enforce” the 20 mph speed limits on roads on the island.** If they have as much success as we do on the mainland then it wont make any difference. I believe a better solution would be to have most of the zones time controlled, that is just operate the speed of 20 mph when school children are coming and going. Some areas do need a 24 hour speed reduction and should be maintained.

## This, That and T'other – John Holland

**WHO CONSIDERS THE DRIVER IN BOMBAY TRAGEDY? | A lot of words were written in the world wide press about the incident involving a British High Commission minibus which hit a pedestrian on the streets of Bombay recently.** The bus, part of the convoy attached to Tory Leader David Cameron's 4-day tour of India, struck "a small 60 year old Indian woman who emerged from between two slower-moving lanes of traffic, her head down, perhaps sheltering from the spray thrown up by a morning of heavy monsoon showers." Having travelled in similar convoys in this country and Ireland, I know that they can be fairly hairy. Once, when 3 cars behind Prince Philip on a visit to north Wales in an official car HRH (we found out later) gave instructions to his driver to 'lose the press' even though we were as official as we were ever likely to be. That then developed into a high-speed chase to Hawarden airfield, where His Awkwardness was due to fly home to a Buck House tea. On another occasion, when visiting Dublin on a civic trip with the then Lord Mayor of Manchester, Cllr Ken Franklin, the transport for the whole contingent was a local bus, topped and tailed by unmarked Garda cars. This time it was more hazardous as we tore through the city streets and out to the suburbs at high speed, often on the wrong side of the road and traffic bollards, totally ignoring traffic lights of all colours.. More in relief than anything else, this prompted much hilarity at the end of the journey but still raised the inevitable "what if...?"

Back to the Bombay incident, my heart went out to the poor driver of that minibus, for he was carrying members of the press and Vicky Treadell, the deputy British high commissioner. Pressure was put on the driver as he knew that he had to be at the next rendezvous with Cameron, and some press members were filing copy to their London offices adding to the tension. One correspondent called out, "If the driver doesn't slow down, he'll kill somebody – India has one percent of the world's cars and 10 percent of the road fatalities. Get him to slow down!" The deputy high commissioner ordered the driver to do so, and he responded – for a short while. Then, seeing a chance to overtake he speeded up again, when the collision occurred. Part of a passenger's statement said, "The driver braked but not urgently enough and there was a collision. It was agreed that it was an unavoidable accident."

A different continent and a different culture, but a situation repeated world-wide. Except, that, whilst the conditions were not unique (after all, haven't we all had circumstances which appear to justify driving above the limit?), but I really do feel for that driver with his added pressure of western journalists having dead-lines to meet. What do you think?

**SINGLE-SEATER CARS THE ANSWER? | I really do question the credibility of the press office of Kia Motors UK!** Last month I told you of their 'Speed Dating' idea. This month they claim to have done research into partnerships and publish the conclusion that in-car quarrelling can lead to couples breaking up.

Their survey says that nearly two-thirds of those questioned said that their partners criticised their driving, and 53 percent said that they considered themselves to be better drivers than their partners. The report goes on to say that what couples look for in a driver and what they seek from a relationship as a whole are somewhat different! Well there's a surprise! I don't need to feel guilty anymore about being a passenger on the 53 bus and not falling madly in love with the driver.

Then the report gets cosy. "Why not," says Kia communications director, Stephen Kitson, "plan the route and choose the music together before you set off?" Marie and I already do that every time we go to Tesco's!

Perhaps I'm being unkind to Kia. After all, their publicity machine has succeeded in getting a mention for the product in successive months in MAINBEAM.

**DANGERS IN BEING A YOUNG TOURIST ABROAD | The Make Roads Safe campaign, together with the RAC Foundation have issued a warning to reveal that about 65 percent of all accidental deaths of UK tourists abroad are caused by road crashes.**

In particular, young British students are vulnerable, travelling, as many of them do, in their Gap year. It is estimated that 30,000 students defer their university places, preferring to join some 200,000 young people in travelling, or working as volunteers abroad.

The RAC Foundation makes the point that in the UK young people can have confidence that most vehicles that they travel in are safe, and that most drivers have had proper formal training and are licensed, and if the worst should happen there are medical facilities of a high standard, to hand. However, says the Foundation, this safety cannot be guaranteed abroad, especially in the developing countries. The most popular destination for the young UK students is Australia, where standards are high with a good road safety record, but more and more students are electing to choose more adventurous destinations such as India, Kenya, Thailand and Brazil.

**WE PLOUGH THE FIELDS . . . | Last week end I did my annual duty as the PA announcer at the Bus Driver of the Year Final in Blackpool.** The drivers are given forms to fill in weeks before the prestigious event, and asked to list their hobbies. Predictably, they invariably include football, playing snooker and darts, watching films on TV. Dutifully I announce these, but, I suspect without any real enthusiasm in my voice. So it is, that I become pathetically enthusiastic when I read something different. This year was no different for one entrant wrote that his hobby was ploughing. He had won over 100 trophies for ploughing, and recently he had worked in a ploughing competition in a field with 2,149 other entrants – all at the same time! Imagine being caught up in that lot at going home time.

**FIRST THE SIGNS – NOW THE VOTES | A couple of months ago I asked why the Welsh had to have dual-language road signs.** We don't have them when we go to other European countries; there, we're expected to conform to the signs, or else. I think that's fair enough.

Then in my paper recently I read a letter from an obviously sympathetic fellow-motorist regarding my total disdain for dual signings on mainland Britain. He goes further though, for in responding to previous letters about noise-pollution he says that some council vehicles in Wales have audible "Warning - this vehicle is Reversing" but also in Welsh! Who, please tell me, cannot take on board that warning in English? And whilst we are on that subject I think it should be compulsory for those audible reversing warnings to be switched up when the vehicle is two-man operated. Too often have I seen a passenger lounging in the front seat of an LGV or other large vehicle, as it reverses with its strident message blaring out.

Whew! I feel better for that!

Keep Space!

## Snippets – Alan Yates

**POSERS TO CONSIDER** | In John Holland's *This, That and T'other piece* last month, it was pointed out that few car manufacturers nowadays provide cigar lighters in their vehicles. This brought to mind something I vaguely remember reading about in an article proposing a new rule regarding smoking to be included in the Highway Code.

It was suggesting that there was a proposal to ban smoking while driving a motor vehicle. Health and safety or another factor in not having control of the vehicle?

Is it workable? Should it become a law, how or who would enforce it? Would it just be in the Code and therefore only used in any cases of prosecutions? At the moment there appears to be some rather hair-brained schemes being touted around.

What about teen drivers having 12 months instruction before being allowed to take a test. Also, preventing them from having passengers in the vehicle until a certain age. Limiting the engine size. All at first glance good ideas designed to cut the loss of life, and injuries to the 17 to 25 age group.

They are all admirable ideas but the practicalities of enforcing these measures make them almost impossible to carry out. We do not see enough police out on the road as it is. Almost every driver bemoans the lack of patrols on our roads. Law enforcement by technology seems to be the order of the day.

Just what we do to educate the younger driver I do not know. Do other countries have the same problem? Should we encourage them to drive, off road, safely somewhere? Would schools take on the role as an after hours subject. I dare not suggest it as part of the curriculum, teachers are overworked as it is. Should road safety officers take a more active role, as evidenced by the talk from Bury's Ted Brooker at a recent group social. This was an area I had not heard of before.

The adage "Young heads on old shoulders" springs to mind. You only get experience by doing a task repeatedly. In my days as a judo coach we used to tell our students that 10,000 movements towards a throw was starting to give you a *feel* of it.

Part of growing up is to take risks, push the boundaries and make the heart skip a beat or two. Perhaps a track experience with old cars might take the testosterone away, and then perhaps not. Would that encourage even more extreme driving? There are no easy answers.

**ODDITIES** | **Do great minds think alike? It seems so if you belong to the criminal fraternity.** Two reports were almost identical in their content.

One stated that a chap had asked a taxi driver to wait at an address while the passenger went inside. He then came out with a stereo system under his arm. The taxi driver reported this to the police who promptly arrested the man for burglary.

The second incident involved a bank robber who fled with the cash and hailed a taxi only for the police to stop and arrest the man some two streets away still in the taxi.

**PETER CROFT** | I first met Peter Croft at a Group Annual General Meeting shortly after I re-joined the group. He gave a loudish stage-whisper informing John Holland that he had

failed to give out the apologies from non-attending members while opening the meeting. My initial thought was, "How dare he, how rude".

Only later did I become aware just how much a stickler for protocol and "doing things right" were part of Peter's nature.

When I volunteered to become editor of MAINBEAM, I received great support from Peter, who sent contributions via mail that included either a written article or something on a 3½ inch floppy disc, and sometimes that was also accompanied by the typed contents as well. There were not many phone calls; only 3 or 4 at the most but always the same message. "Please return some of my discs, so I can fill 'em up again, and keep up the good work"

Not seeing Peter I did not appreciate just how ill he really was, until I had the opportunity to take him and wife Jean to the Group's 50th anniversary event in September 2005. He was not a well man but really appreciated the fact he had met many of his old friends again. It made his day. Shortly afterwards Joan and I received a short glowing letter that testified to his enjoyable day.

Peter passed a quantity of large brown envelopes to me on that day, asking, "Are these any good to you?". They were back issues of MAINBEAM and a copy of his book, *Anatomy of the Manchester Group*. There were early copies of the newsletter dated 1974, plus 7 copies of *DRIVING MIRROR*, the Official Journal of the RoSPA Advanced Drivers Association, dated from winter 1981. They included letters and a photograph of John Holland. There were also 12 copies of The League of Safe Drivers newsletter dated 1974/5. One dated June 1974 shows Peter Croft being congratulated by Mike Bevan on passing the Advanced test and volunteering to be an observer. Surely now archive material.

Peter started to contribute to the newsletters in February 1975. I have searched through the many back issues of MAINBEAM that Peter kindly passed on to me and out of those, chose the following, which he wrote in May 1975:

**THAT ROAD TAX** | **We have all heard the Chancellor's Budget, and noted the fact that the motor car is required to prop up the economy.** Not only is it creating an incalculable number of jobs for its manufacture, repair, parking (think of all those wardens!) and control, but the motorist is expected to reach even further into his apparently bottomless pocket.

Several readers have tackled me on the article in the April Newsletter, which suggested a rise in road tax, and, because most had read it just a few days before the budget, it has been said that I shared Mr. Healey's confidence, and that I had been used to soften you up for the £60 rise. It's perfectly true of course, and the next venture of the Chancellor and I will probably be to add 1p onto the fuel tax, the extra revenue so gained to be used specifically to promote road safety in all its aspects; children, cyclists, pedestrians, motor-cyclists, and motorists, with an emphasis on Advanced Driving. Denis and I were also discussing ..... But then that would spoil the surprise!

*Peter Croft*

## Group Regalia for Sale

The Group is offering Members the following quality garments for sale, to both promote the Group and so that we look the part at Group events:

T-Shirt - £7.00

Polo-Shirt - £8.50

Sweatshirt - £12.50

Fleece - £20.00

The garments will be stylishly embroidered with the RoADAR circular logo plus the words 'Manchester Group' in gold on the left

breast. All items are available in bottle green or black, plus a white option for the T - or Polo-shirts. However the RoADAR (bottle) green is the preferred colour although green may not suit everyone! In addition, you may want your garments personalised with your name discreetly embroidered under the logo for just £2.30 per item.

Order Forms are available on our web site: [www.safedriversandrider.org.uk](http://www.safedriversandrider.org.uk).

If you would like to place an order please complete and return to Lee Davies. Please make cheques payable to '*Manchester Group*'.

Alternatively, please e-mail Lee if you would like an e-order form to complete!

Lee Davies

Vice-Chairman

[leedavies1@ntlworld.com](mailto:leedavies1@ntlworld.com)

## Highways Agency News, North West

**Low Noise Road** | Drivers and local people are set to benefit from low noise surfacing to be laid on a 4.2 km (2.6 miles) stretch of the A628 in Derbyshire.

The £0.8m resurfacing work is being done between Highstones Lodge (one-mile west of Crowden) and Five Arches (one mile east of the A6024).

The work will take place at night and at off peak times during the day to reduce congestion for drivers. The off peak day time work will require temporary traffic lights and a 40 mph speed limit. There will be a 10mph speed limit at night.

The scheme started on 29th September and is expected to be complete by the end of October.

Highways Agency project manager Roger Wantling said: "This stretch of road has high levels of lorry traffic. We will be increasing the depth of the new surfacing to ensure a smoother, more robust running surface for all vehicles. Local people will also benefit from the lower surface noise levels.

"This road is a single carriageway and it is inevitable that the work will cause some delays, but we are working closely with our contractors to ensure the work takes place during the night, or at off peak times during the day when traffic flows are lower."

## Marbury Park Group Walk, 10 September – Mike Beavan

Alan Yates led a walk through Marbury Park to the Boat Lift at Anderton on Sunday 10th September. We met in the Marbury car park for a 10.30 start and eventually there were seven of us variously equipped in walking boots, rucksacks and shorts (only one and he walks a lot!).

Alan took on a very responsible and informative role as walk leader pointing out curlews, dragonflies, snails and all manner of flora and fauna which we would otherwise have missed. He herded us in strict single file along the short 50 metre road section before we strolled along quiet paths by meres and rivers to Anderton by a devious route. After just a little more than two miles we arrived at Anderton Lift - which as I am sure you all know has recently been renovated at great cost to enable boats on the canal to descend to the River Weaver below. There is a clever counter-balance mechanism to allow a second boat to ascend at the same time.

We ate our sandwiches in glorious sunshine before looking round the Lift and Visitor Centre. A return stroll to Marbury by a different route along the canal with many narrowboats to see was also interesting. We walked only 4.9 miles at a gentle pace and we all agreed that we should ask Alan to lead another walk soon. For those old enough to remember it, taking a walk with Alan is rather like that old radio programme 'Wandering With Nomad' - full of unexpected information and very enjoyable.

Those who could not make it missed a treat, good company, good weather and lovely countryside which, although I live only 15 minutes drive away, I had not explored before.

Thanks Alan,

Mike Beavan.

**Alan Replies** | Thank you Mike and to the others who responded to my enquires reference aching limbs, feet etc. It was a super day, weatherwise, and that always helps to set the tone of any walk.

I am prepared to walk again in that area if the members so wish it. The walk would be a similar length and take in Great Budworth. Just let me know if anyone would like to do it again.

One of the joys of walking is to do the "recce" first and find all the hidden aspects of the area. Homework is part and parcel of the walk. With that in mind a colleague asked me to help him "do" Longnor near to Buxton.

Suitably armed with route description, OS map of the area, and a GPS system we were fully prepared, or were we? Coming to a fence that bordered a coal-yard the instructions said to walk through the yard, pass the front of the house and take a left turn down the lane to Newtown. Except that now the path has been diverted around the coal-yard, (health and safety, I expect).

This brought us onto the correct lane except 25 metres further down. This in turn had taken us past the small path that we required. It is a fact that once "lost", you can make the area read like the map shows. A lane is a lane and the doubts enter your mind as to who is right, the map, the instructions (misprint?), GPS reading. All combining to set doubt going in the most skilled minds.

We did find the correct path of course, but not the sort of "adventure" to undertake with a group. That is why the "recce" can sometimes take a couple of hours longer than the walk.

# Reflections of MAINBEAM – An occasional look at back issues

Reading through back copies of our Newsletter (from 1974) produced my choice of topics, some serious, some exotic and quirky, others a reflection of the times. Some of the items are not attributed to protect the innocent. John Holland

**THE TRAFFIC WARDEN WHO WAS BLUE** | I was walking across St Anne's Square in Manchester which is the area with the peculiar parking restrictions. You know, "Absolutely no entry to any vehicle under any pretext whatsoever – unless you want to enter, that is."

A motorist standing by his car was having a heated argument with a traffic warden who was calmly writing out a parking ticket. The driver was fuming: "I've only been here five minutes and you're on to me! I'll bet if I was driving a coach full of Manchester United players I could stay all day!" The lady warden shook her head and said, "It would make no difference at all – you'd still be booked." Then with a cheeky smile she added, "Mind you, if they were Manchester City players..."

May 1994

**EAT AND RUN** | Pizza Delivery man Mark Sarginson stopped at traffic lights in Heaton Chapel – and three masked men jumped in and told him to drive on. After eating his pizzas they thanked him, stopped the car and jumped out.

Later Mark of Withington said, "What got me was that they didn't offer me any."

January 1979

**SEXIST!** | I accepted a lift from a woman colleague recently, and as we drove along in the nearside lane, a car to our right suddenly accelerated and cut in front of us without a signal. "That's typical of a man!" said my driver.

A hundred yards or so further on the offender moved to the offside, again without a signal, earning a heart-felt "Tut!" from my companion. A few seconds later we were able to pull alongside the other car, which was to our offside. Looking into it I had a good view of the driver.

"That driver is a woman!" I tried to say it without the exclamation mark, but failed. There was a slight pause, then came back the reply, "Well – she drives like a man."

October 1990

**A SEASONAL TAIL** | At this time of the rear in rural areas, dead squirrels are seen in too great a number on our roads. Dave Hunt, one of our Regional Examiners tells the story of a youngster who excitedly ran in to teach at school one morning, having just seen such a sight, to say, "Miss – Tufty's been run over!"

October 1986

## HGV DRIVERS' HIGHWAY CODE

**Q** When should you use headlights?

**A** To warn your mates of a speed trap.

**Q** What documents do you take on the road?

**A** Daily Mirror; Sun, Playboy, Forum.

**Q** What do you expect to see on a rural road?

**A** Rural tarmac.

**Q** How many types of pedestrian crossings are there?

**A** Two: those who do and those who don't.

**Q** What is the correct procedure for overtaking on a motorway?

**A** Foot hard down, eyes shut and smile.

**Q** When should you use the 'fast' lane on a motorway?

**A** When you are going home.

**Q** What do you do in the event of a breakdown on the motorway?

**A** Hitch a lift home.

**Q** What does a Yellow Box Junction mean?

**A** They have run out of white paint.

**Q** What do broken white lines mean?

**A** Careless painters.

**Q** What does the Highway Code say about tyres?

**A** Use only round ones.

**Q** When can you see Double White Lines in the road?

**A** After nine lagers, two vodkas and a whisky.

**Q** What do Double Yellow Lines on the side of the road mean?

**A** Chinese Takeaway ahead.

January 1979

**RUST IN PIECE** | Rich American George Swanson (71) who died recently, bought 12 Graveyard plots, so he could be buried sitting behind the wheel of his Corvette car. Officials are worried it might set a precedent

June 1994

# Tony's Quiz – Tony Richardson

## TONY'S QUIZ, OCTOBER 2006

1. Give an example where speed can affect your vision.
2. What is the range of signals you can give to other road users?
3. If your car has anti-lock braking (abs) apart from slowing the vehicle to the desired speed, what is the other advantage of the system?
4. What is the national speed limit on a dual carriageway?
5. What is meant by the two-second rule?

## ANSWERS TO TONY'S QUIZ, SEPTEMBER 2006

### 1. Q | What are the four principles of safe cornering?

**A |** Your vehicle should be in the right position on approach – You should be travelling at the right speed for the corner or bend – You should have the right gear for that speed – You should be able to stop on your own side of the road in the distance you can see to be clear.

### 2. Q | Give at least five examples of possible hazards you might consider before overtaking?

- A |**
- (a) Vehicle in front
  - (b) Vehicle behind
  - (c) Road layout and conditions
  - (d) Road surfaces
  - (e) Overtaking in a stream of vehicles.
  - (f) Right and left bends
  - (g) Overtaking on a single carriageway or dual carriageway

### 3. Q | A Pelican crossing shows a flashing Green Man signal – what do drivers see ?

**A |** Flashing amber signal

### 4. Q | What are the main requirements for driving comfortably and safely?

- A |**
- (a) Adjust seat back to be reasonably upright – not angled too far backwards.
  - (b) Adjust seat position to operate pedals easily
  - (c) Adjust mirrors for maximum view before moving off.
  - (d) Always keep head restraint in place and adjust upper edge level with top of head.
  - (e) Sit well back in the seat – don't travel leaning forward.
  - (f) Keep two second gap in front of you – This will minimise the risk of a Rear end shunt by allowing progressive braking.
  - (g) Maintain all-round awareness.

### 5. Q | Give an example of where speed can affect your vision?

**A |** Your ability to take in foreground detail decreases with speed and increases as you slow down. In areas of high traffic density, such as town centres, you must slow down to be able to take in all the information necessary to drive safely.

## Social Calendar 2006 & 2007

### Forthcoming Manchester Group Evening Social Events during 2006 and 2007 include:

**Tuesday 14<sup>th</sup> November 2006.** **Adrian Farrow**, a barrister on Manchester's Northern Circuit, will give a light-hearted and entertaining presentation on "Lifting the Wig - a glimpse into a barrister's life in crime".

**VENUE |** The talk starts at 8:00pm and will last about an hour. We meet at the **Automobile Association, Old Road, Off Stockport Road, Cheadle**, close to the Junction 2 slip road of the

M60, known locally as Roscoe's Roundabout.

This is a limited access slip road with no access from the Stockport direction. If there are any location difficulties please ring John Holland on 0161 449 7757 for further directions.

### 2007 EVENTS

Next year all social events will be held quarterly at **Woodley Civic Hall**, Hyde Road, Woodley, Stockport, SK6 1QG. The meetings will continue to be held on the second Tuesday of the

month starting at 8pm and finishing at or before 9.30pm.

**Tuesday 9<sup>th</sup> January 2007.** Stuart Lovatt, Road Safety Action Plan Coordinator at the Highways Agency will give an insight into his work.

**Tuesday 10<sup>th</sup> April 2007.** Speaker to be arranged.

**Tuesday 10<sup>th</sup> July 2007.** Speaker to be arranged.

**Tuesday 9<sup>th</sup> October 2007.** Speaker to be arranged.

### Skid Pan Training, December 9th 2006

The Group have booked a skid pan training session at Staffordshire Police Skid Pan, New Road, Hixon, for Saturday 9th December 2006. There are only 12 places available at £42.50 each on this training event, so book early. If you are interested, please contact Simon Smart on 01565 654267. If there is no reply at this number, leave a

message, a contact number and your name. Alternatively you can email him at: [treasurer@safedriversandrider.com](mailto:treasurer@safedriversandrider.com)

Candidates will be allocated on a first-come first-serve basis. Each candidate will be required to sign an indemnity form before being taken out on the skid pan.

### 50/50 DRAW, September

- First: Number 2, **Doris Barnes**, drawn by Tony Richardson.
- Second: Number 15, **Geoff Hibbert**, drawn by Peter Hesketh.

### TEST SUCCESSES

Congratulations go to **Damien Boland**, who attained GOLD and **Mike Gates** who attained SILVER. Well done to you both.



## HONOURS AND COMMITTEE

### GROUP PRESIDENT

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### HONORARY MEMBERS

**Syd Hinks** (1975); **Peter Croft** (1991); **Phil Harrison** (1991); **Neil Ashton** (1995); **Margaret Dyson** (2004); **Jean Farmer** (2006)

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**Motorcycles: Terry Dodd**

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Contributions to **MAINBEAM** are welcome and should be sent to the editor, Alan Yates.

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