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As you will see from the above heading this Edition now covers three months, The next Edition will be in June. This was decided at a recent Committee meeting mainly to help the Editor and because Members are not submitting any articles, etc., for inclusion. Unfortunately, John has been very busy recently and he has not been able to let the Editor know what is coming up at our meetings in the future, apart from March. If you are thinking of attending our monthly meetings I would suggest you contact Robin (Number above) to find out what is happening, or just turn up. You would not be disappointed as all our speakers are interesting and most talks are motoring orientated.

The March meeting is of course our Annual General Meeting. I do encourage you to come along because this is your Club. Find out what is happening with your Local and National Club. It is also the time we elect our Committee. All current Committee Members wish to stay but we always have vacancies for 'new' blood. There must be some of our Members who would like to help us and we would hope join us. Make yourself known. All are welcome. After the AGM there will be an in house presentation.

Just a reminder we are still in winter and after that very nice spell of mild weather it has changed again so do be prepared for any eventuality. Make sure you keep a check on the weather forecast to see what you are going to meet when you leave home that morning. Do not forget to use your headlights in poor conditions, there are still a number of people that do not. Very dangerous. Remember the adage 'see and be seen'.

ACCIDENTS HAPPEN!

Sayings by well known people:

'It's the over-takers who keep the undertakers busy'.

'Most accidents occur within five minutes of the house. Move house'.

'Avoid accidents on the road, drive on the footpath'.

'My wife called me and said there was water in the carburettor. I said, "Where is it?" "In the lake" she said. Make the wife drive more carefully: 'I told her that if she has an accident the newspapers will print her age.'

'A man is knocked down by a car every three hours. He must be getting fed up with it.'

With thanks to: William Pitts, Shaun Connors, Milton Berle, Jan Murray, Bob Monkhouse.

What's On

FORTHCOMING EVENTS

UNLESS OTHERWISE NOTIFIED

**ALL MEMBERS ARE REMINDED THAT THE MEETINGS ARE HELD ON THE
4TH WEDNESDAY OF EACH MONTH.
THIS IS NOT ALWAYS THE LAST WEDNESDAY**

MEETINGS

MARCH

Wednesday, 27th March 2019

Group Annual General Meeting

As already stated this is your chance to meet the Committee, hear what has been happening with the group and join our Committee. Come and have your say. Have you ideas as to how you would like your Club to continue, come along and tell us.

After the AGM there will be an internal presentation on a motoring theme.

THERE OF COURSE WILL BE THE USUAL RAFFLE AND FREE TEA OR COFFEE.

APRIL

Wednesday, 24th April 2019

To be confirmed and circulated later.

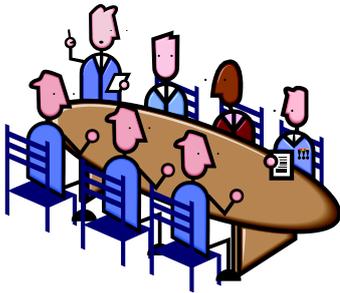
MAY

Wednesday, 22nd May 2019

To be confirmed and circulated later.

Annual General Meeting 2019

The Annual General Meeting 2019 for the Norfolk & Norwich RoADAR Group will be held at 7.30pm on Wednesday 27th March 2019 at the Cringleford Pavilion. This is your opportunity to voice your opinions on the running and performance of the Group and committee members. Please find time to attend and have your say; it is quite frustrating when very few attendees other than your committee make the effort – we need your opinions. We look forward to seeing you there.



ATTENTION! - Membership Renewals Are Overdue!

For those members who do not renew by Standing Order, please remember that renewals were due on 1 December. Please don't wait until Easter is on the horizon – your membership will have been cancelled and, remember, the re-joining fee will be £30! For those that do renew by Standing Order – Thank You. It saves a lot of work, time and effort for us. However, please take a minute to confirm that your SO instruction to your bank is still in force. I say this because a few members have not had their SO's transferred when changing banks; it is your responsibility to do this – don't blame your bank!

Drivelines

**This issue of Drivelines will be the last two-monthly edition. Your committee has agreed that, because of the workload involved and lack of articles submitted, future editions will instead be published every three months:
March, June, September and December.**

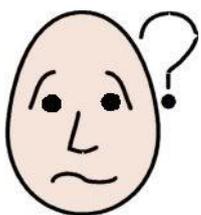
Test Results

Test Results

Since the last issue of Drivelines, we have been notified of the following test passes:

Stewart Allinson	Silver (Initial)	Tutor Robin Apps
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Refresher Drives



Did you take your Advanced Driving Test in 2016? Do you remember when your next test is due or that we offer a refresher training drive prior to your triennial retests? These drives are available and intended to assist you in maintaining or even improving your grade. With three years between the tests, please plan early – the offer of refreshers is there for your benefit. **If you wait until a month before the retest is due, that is likely to be too late, especially if remedial practice is recommended.** Such short notice can also be quite disruptive to the tutors' scheduled drives and their personal commitments. So.....

Observation & Information ➔ **Please plan ahead!**
Contact the Training Officer in plenty of time

HOW WELL DO YOU KNOW THE TYPES OF SPEED CAMERAS?

Speed Cameras are a common sight on Britain's roads, but how many of these nine types are you familiar with?



Handheld speed guns.

These are used by Police or volunteers at the side of residential roads. The radar speed devices capture the speed of any passing cars and anyone caught speeding could be issued with a ticket.



The long ranger.

This is a new type of mobile speed gun which can capture your car speeding up to a mile away. It's not in use nationwide yet but it could be soon.

Gatso speed cameras.

These are the 'classic' standard speed cameras, which have been on the road since the 1990s. They are rear facing and capture the car and number plate when driven past fast enough to trigger it. Infrared Night Time Speeding Sensors can also capture your number plate in the dark in some locations. They are used in conjunction with speed cameras to make sure you can't speed even when it is pitch black.



Truvelo forward facing speed cameras.

These are similar to the classic cameras but are facing forwards. They are triggered by a vehicle being driven passed at a speed greater than the limit for that road, instead of filming everything going by.

Average speed cameras.

On motorways, they tend to be used during roadworks rather than all the time (there are exceptions). On non-motorways, average speed cameras can be in place permanently. They record how long all vehicles that pass take to travel between two points and calculate an average of your speed overall, to work out if you were going too fast.



Overhead smart motorway cameras.

These can be overhead or on the floor. They only trigger when you speed past them – so are different to average speed cameras. They used to be only switched on when the overhead signs were on, but the new smart ones can catch anyone at any time.



Floor based motorway speed cameras.

These work in the same way as overhead cameras, but are positioned on the floor. They don't tend to be used widely these days but they trigger when driven past at high speed.

Onboard Police Vehicle Cameras.

Police vehicles can record your speed as they travel behind you. On-board computers and cameras can sit behind you and track your car's position relative to nearby objects like lampposts and work out how fast you are going.

Police van cameras.

These work similarly to mobile speed guns. The vans park up on roadsides and can catch anyone speeding past.

It appears that it is now quite difficult not to be caught somewhere at any time with a slight inattention and I believe the 10% no longer applies. Whatever happened to the 'Bobby's' discretion as to whether a caution would suffice.



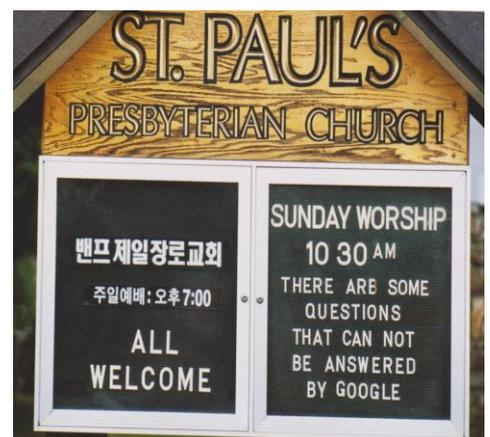
QUIZ TIME

Can you identify these makes of cars?



Answers in June Edition!

CHURCH SIGNS!



COCKPIT CHECKS

(Pre-driving Check)

This check should be carried out EVERY time a driver gets into a vehicle. This ensures the driver is familiar with the position and operation of the controls, auxiliary controls and instruments before setting off

. “My handbrake is on and the vehicle is out of gear. Today I am driving a (make and model), it has a (size) engine driving the (front or rear) wheels through a (number of gears, or automatic) gearbox. The seat is adjusted to my liking and all three mirrors are adjusted and afford a good view to the rear. The gear lever is in neutral, the handbrake is applied and I have firm pressure on the brake pedal. Switching to stage one ignition I have an array of warning lights while system checks are going on. I am now left with (what lights remain on i.e. oil warning, battery or parking brake) warning lamps on. I am now starting the engine which has fired successfully and I note that the warning lamps with the exception of the parking brake light have gone out. I can see that I have good oil pressure, the temperature is (normal, cold or as expected) and I have sufficient fuel for the journey. My seat belt is on and my door is closed. Are all other seat belts and doors closed please? (Wait for confirmation) thank you – I am now ready to move off so I am selecting first gear, searching round the vehicle and releasing the handbrake. I note that the warning lamp has gone out.”

Remember that shortly after the start of the drive, at a suitable safe place a moving brake test should be carried out unless the subject has already been covered with the examiner. No excessive speed is required. It is a test to ensure that the brakes are working correctly, stopping the car as expected in a straight line with no adverse swerving to either side. Always remember, if under instruction or on a test, to say what the result of the tests are.

Training Officer Note. Our Group Cockpit Check sheet is on our website

COMMENTARY

As an aid to concentration and observation, a commentary about what the driver sees and what he is doing whilst driving can be an important factor in keeping the drive, safe, smooth and well controlled. It is very surprising that the majority of people do not like giving a ‘commentary drive’, but when they are driving up to Advanced Standard what the driver is doing is running thorough their mind all the time. A commentary is just putting those thoughts into words. Pick out the important and salient points to include in the commentary. One of the downfalls in commentary driving is that the driver does try to include too much detail and as such, misses out something vital or he dries up because he is overwhelmed with information. Set out below is a sample commentary.

‘Mirror check – describe conditions behind. I am driving a (describe car) along the (road number and name) towards (name of town). The road surface is (describe road conditions, dry/wet slippery from water/ice/gravel or good condition and good or bad for braking efficiency) Mirror check (describe the conditions behind). Type of road, (single carriageway, dual carriageway or other). Speed limit and whether in country or town. Traffic conditions front and rear. (Look as far ahead as possible) Describe road lay-out, bends approaching, right or left, traffic signs (if any) (early warning gives more time for anticipation and action). Hazards with what action you will or are taking (changing to a lower gear, braking, etc). Before any action, mirror check (with result). Describe your aids to safety (people waiting at bus stop, anticipate a bus shortly, time of day for school-children, etc., shadows, junctions and reflections. The list is endless, but you get the idea. Mention anything which helps you in your drive. (Every so often during the drive) examine your controls for temperature, oil pressure and fuel or other warning lights.) Mirror Check.’

Practice makes perfect.

That’s all folks! Next edition will be in June. In the meantime please let me have some articles which I can publish. Remember this is for your Club and we need your help to try and keep it interesting, even a controversial subject would be welcome. Come along to the Annual General Meeting on 27th and you can pass some of your writings to me there. See you all on 27th. Drive safely.

Noel Baker
Editor

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