



The Newsletter for the Norfolk and Norwich Group

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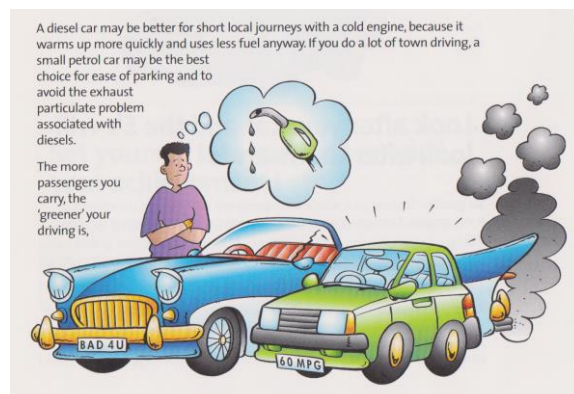
Greener Motoring.....



I am old fashioned enough that I do not have a mobile telephone on all the time. It probably helps that I am retired and not now on call. I have one in the car just in case of an emergency. The statistics appear to show that there is now a preponderance for motorists to still use their hand-held phones whilst driving, and even more are sending text messages. There have been several notable cases recently where it was found that accidents and death has occurred because drivers were so concentrating on their telephones that they have lost control of their vehicle and collided with others and causing death. I think we, as Advanced Drivers, are well aware of the dangers, and even though some drivers say it does not affect their driving, anything that takes your mind off the road and hands off the wheel has got to be dangerous. I find that sometimes even someone chatting in the car affects my concentration. I think the Government are trying to get a grip on this matter as they now have announced that the fine is to be doubled and it will bring six penalty points on your Licence. This should help, but it will only really be effective if there is more enforcement, Police patrols out and about. Cuts in our Region have been quite severe and the 'lads' just seem to be flying between calls and have no time just to sit, watch and catch. The mere sight of a Patrol car parked up makes most drivers sit up and think about their driving for a short time. It is one of the best methods for Road Safety that there is! Even though you may have a 'hands free' kit in your vehicle, it is not really advisable to use it as your concentration is on the call and its content. I think you all know what you should do!

Noel – Editor

See 'Greener Motoring' later:



# What's On

## FORTHCOMING EVENTS

UNLESS OTHERWISE NOTIFIED  
7.30PM AT THE PAVILION, OAKFIELD ROAD, CRINGLEFORD

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

### MEETINGS

#### SEPTEMBER

Wednesday, 28<sup>th</sup> September 2016

David Woodward – Norfolk Fire Service

David will be giving us a talk on Fire Safety. Prevention and fire-fighting equipment and how to use it properly. He will be giving us some good tips and the correct way to behave if we are ever unfortunate enough to have a fire at home or work, or in the car. This will be a very interesting evening and I hope you will all come along and give him the support for this worthwhile subject.

#### OCTOBER

Wednesday, 26<sup>th</sup> October 2016

Mr. Bev Woolner – Gunton Hall Saw Mill

Bev will be talking about the history and the restoration of the Gunton Hall Estate water powered Saw Mill. This was a massive project and it was included in a recent programme on the television 'History of the Railways'. This is obviously an illustrated talk and it was such a project that it will be very interesting for some of us engineering buffs and general for anyone who has an interest in the historical side of our area.

#### NOVEMBER

Wednesday, 23<sup>rd</sup> November 2016

This is our Groups Christmas Social. We have a return visit from Jon Read who is a popular speaker. He will give a humorous, illustrated talk about the history of soap and will have a display of items from the past, many of which we will have forgotten about! There will be the usual buffet and many raffle prizes to be won! The free buffet will be on a Christmas theme with lots of goodies and as usual there will be the 'gigantic' raffle where everyone wins a prize. Make a note in your diaries and we hope that as many Members will be able to come and share the evening with us.

NO MEETING IN DECEMBER



## **JO BUSSEY**

17th May 1929 - 10th June 2016

It is with regret that we must inform you of the death of one of our long term Members

We are not sure when precisely Jo Bussey joined the Group and gained her first RoSPA qualification but it is certainly was well over twenty years ago. She soon joined the committee and was always prepared to offer a home for our committee meetings, a facility she continued to offer even after she moved to Recorder Road.

Some of you will remember that she was our favourite 'tea lady'. One of her other pleasures was going on cruises. She used to have at least two trips a year on the 'high seas'.

Jo cashed in on her RoSPA credentials when she offered her services to the Priscilla Bacon Lodge, helping to ferry their patients backwards and forwards. Her warm, cheerful and supportive nature managed in no little way to help her passengers feel move comfortable at this stressful time in their lives and even when she was unable to drive due to her failing eyesight she remained a member of the Priscilla Bacon support team back at their base.

Jo moved to Lincolnshire a couple of years ago to be close to her family but sadly died in June, following a fall. Her ashes were interred in July back in Norwich at St Giles on the Hill, a church that she loved, where she had been a faithful member of the congregation and where her path and mine had continued to cross.

Those of us who had seen her signature were aware that it read "D J Bussey". Apparently the "D J" stood for "Doreen Joan" but she so hated her first name that a few years ago the family organised a rather unusual birthday present for her which enabled her to change her name by Deed Poll to "Jo Bussey". Her son told us this at her farewell service; it brought a smile to all our faces, something Jo always did everywhere she went.

Sue Prutton

## **Chairman's Chunterings!**

### **RoSPA HQ**

Nothing heard - No news is good news or perhaps they have been too busy to tell us. Work on the revised constitution is ongoing and we look forward to being a part of the formulation process!

### **Group Membership Renewals**

Yes, I know its early days but remember, current memberships expire at the end of November. For those members who haven't signed up to take advantage of the reduced fee when paying by Standing order, why not make sure that Peter (our Membership Secretary) has a quiet and worry-free Christmas. Send him your cheques in plenty of time – be kind to him, he deserves it! Or better still fill in a standing order!

### **12 points or More!**

DVLA figures show over 8,600 motorists still on roads with 12 or more points, while number of drivers with 30 or more up by 50 per cent. The number of drivers escaping a ban despite racking up 12 or more points on their licence has grown by a quarter in the past year, according to latest figures.

Data obtained from the Driver and Vehicle Licensing Agency (DVLA) by insurer Esure shows there are now 8,600 motorists in Great Britain who have 12 or more penalty points on their licence but still remain behind the wheel. That's up from 6,887 in 2015. Current law stipulates if a driver gets 12 points over a three-year period, they must attend court and face a minimum six-month driving ban. But magistrates are allowed to be lenient with motorists if the ban is found to cause 'exceptional hardship', such as the loss of a job. Some magistrates have taken this to extremes, however, as the figures identified a driver in Liverpool and another in Basildon, Essex, with 51 points each. Croydon is home to the most motorists escaping a ban, followed by Cardiff and Leicester.

The number of drivers with 30 or more points has also grown, by 50 per cent from last year. In total, more than 2.8 million motorists in Britain now have at least one point on their licence. Speeding offences are the most common cause, while Birmingham and Nottingham top the table for drivers having at least one point on their licence.

The research also found more than 1.5 million people admit to taking points on someone else's behalf, with 360,000 saying they couldn't remember who was driving when an offence was committed. Jon Wilshire, chief underwriting officer at Esure, said: "Originally, totting up 12 points was likely to trigger a driving ban, to deter people from repetitively breaking the law. While there will be cases where a ban could cause exceptional hardship, it's astonishing that some drivers could get so many points and still not be disqualified. There need to be clear consequences.

**Are there any reasons why drivers should be allowed to continue driving with 12 or more points on their licence? What do you think?**

# Test Results

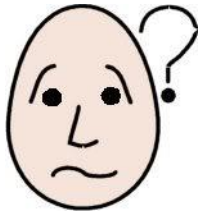
## Test Results

During Jul - Sep, we were notified of the following test passes:

|                       |                |                     |
|-----------------------|----------------|---------------------|
| Andrew Bunting        | Gold (Initial) | Tutor Mike Hadfield |
| Bob Dawson            | Gold (Initial) | Clyde Brown         |
| Malcolm Berry (Tutor) | Gold (Retest)  |                     |
| Gordon Robbie         | Gold (Retest)  |                     |

Well done to all and many thanks to the tutors for their guidance and patience.

### Refresher Drives



#### **Did you take your Advanced Driving Test in 2013?**

Ok, the first 8 months of 2016 have already gone but 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**

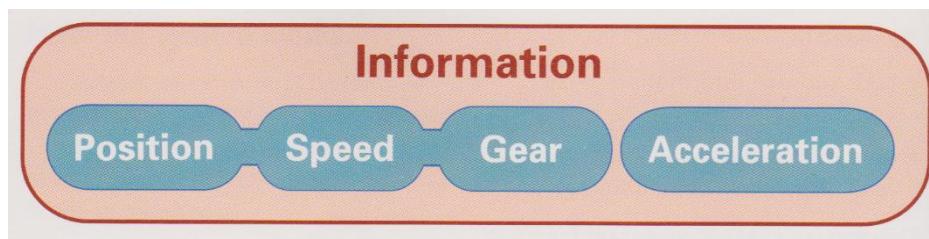
The Training officer is still hoping! Would you like to become a Group Tutor, do you have the ability and time to pass on your knowledge and expertise? We are looking to recruit another 2-3 tutors to spread the work load. If your answers to the questions were all **YES**, then please contact the Training Officer – details are on the website.

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## **SYSTEM OF CAR CONTROL**

It sometimes pays to go back to basics! One of the most important aspects of Advanced Driving (or for that matter any driving) is the System of Car Control. It is fundamental as to how you control your vehicle, smooth the drive and make it flow and proceed in safety. It would be good to refresh ourselves, old and new Advanced Drivers alike, on the footings of our drive to which we gradually add the various aspects of our building without which we could not really have control.

This is the basis and foundation of Advanced Driving.



All drivers, including Associates, will have a system of car control, even if they are not aware. They will carry out manoeuvres in some order.

The Advanced system provides a driver with a fully systematic way to drive. Each phase in the system must be learnt, in order, and must be followed in an orderly fashion – even if not required it must be considered and then discarded.

It cannot be emphasised enough that it is one of the most important aspects of Advanced Driving, and on a ‘test’ the ability to follow the system, or not, can influence which Grade is obtained.

Practise the System on each occasion you drive so that you can respond to it automatically.

Some of the phases shown below include manoeuvres not qualified in the main five phases:

### **INFORMATION**

This is the important first phase, being the deciding factor on how and what you use during your approach to any hazard. It is during this phase you must decide if you need to inform other road users of your presence with the use of the indicators and/or horn, and what braking and gear you may require. The use of the mirror is paramount so that you know what are the conditions all round your vehicle before using any of the other phases.

### **POSITIONING**

This is putting the vehicle in the most advantageous place to deal with the appropriate hazard. (A hazard is anything you encounter during your drive).

Mirror before manoeuvre.  
Signal if required.

### **SPEED**

Adjustment of speed for the hazard. Can be the same speed as previously or even stationary if turning. Usually adjustment of speed on the brakes not on the gears, unless intending to increase speed to clear the hazard.

Mirror before and sometimes during adjustments.  
Signal if required.

## GEAR

Once speed is adjusted, engage the correct gear for the speed/circumstances. The speed adjustment should be such that no further braking should be carried out after the gear change (except in an emergency). If it has become necessary to stop the vehicle for the hazard, no gear change required before becoming stationary. If necessary, because of a longer stop required, handbrake on and out of gear.

Engage the required gear change when ready to move off.

Braking and gear change can sometimes be carried out together but only usually in exceptional circumstances. Avoid late braking and snatched gear changes.

## ACCELERATION

Move off smoothly, bearing in mind other road users and traffic conditions. If turning, accelerate only under the gentle influence of acceleration.

Mirror before movement

Signal if required.

## NOW FOR THE TRICKY PART?

Check your understanding:

What is a hazard?

How does the System of Car Control increase the safety of your driving?

What are the elements of the System of Car Control?

Which is the central part of the System and why?

What are the main ways in which you can give information to other road users?

When should you consider giving a signal?

How should you decide which gear to select?

Why is it vital to use the system flexibly?

If you have difficulty in answering any of these questions, refresh yourself with checking in 'Roadcraft'

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## *Greener Motoring*

The Royal Society for the Prevention of Accidents believes the environment impacts upon many other issues, such as the economy, employment and education. A good environment is fundamental to our ability to ensure a healthy, sustainable future for this country. It is now an accepted fact that vehicles harm the environment. They cause pollution, add to global warming through exhaust emissions and clog up our streets and motorways. There are more than 25 million vehicles on our streets to-day.

What can we do to help reduce our impact on the environment:

- a) Choose the most suitable car
- b) Drive more economically
- c) Get the best from your vehicle and think about alternative ways of getting around.

Get a car that is most suitable for you! What type of journeys do you take, local or more long distance on a regular basis. How many passengers do you regularly carry and how much luggage or equipment do you need space for. This can decide on the size of the vehicle you require. Try car sharing to cut down on vehicle usage. If only being driven locally, with few passengers and no great load, a smaller car can be more economical.

Petrol or Diesel? No easy answer to this. Both types produce harmful exhaust gases. Petrol discharge carbon dioxide the main greenhouse gas. However the catalytic converter (now fitted to most cars) takes longer to warm up so it produces more pollutant gases on short trips with a cold engine. Diesel engines are

more economical but their exhaust produces small dust particles that are notably a problem in towns and cities.

As Advanced Drivers we do try to drive economically. The important thing is to keep the drive smooth with no harsh or sudden acceleration or harsh or sudden braking. Our training in observation makes you more aware of what is happening around you and you can drive accordingly. Watch your use of the right foot. Excessive speed also uses more fuel which in turn sends out more pollutants.

#### SOME BASIC TIPS

Travelwise: Choose the most energy efficient means of travel whenever you can. 70% of journeys are less than 5 miles, and 28% of journeys to work are less than 1.1/4 miles. How about cycling or walking!

Share with a friend: It can be more pleasant than driving alone and uses half the fuel, and this can include shopping trips.

Plan ahead: Choose the most efficient routes with least congestion whenever you can. Time your journey to avoid the queues; sometimes half an hour earlier or later can make all the difference. Try and avoid lots of short trips, combine to make one.

Cold starts: Avoid leaving your engine ticking over for long periods. Drive off as soon as possible after starting. It will warm up more quickly when the car is moving. A warm engine uses fuel more efficiently than a cold one.

Switch off: If you are waiting at a level crossing, stuck in a jam or queueing for fuel or car wash for more than a minute or two. Remember if your engine is idling and you are not moving you get zero miles per gallon.

Parking: Use Park and Ride whenever possible to avoid town centres. Reverse into parking bays as it is easier to drive straight off with a cold engine. If possible avoid sunny spots to park as the heat does evaporate fuel.

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End Piece:

Not being a member of our rival Organisation, Institute of Advanced Motorists (friends really), I did not realise until recently that their Headquarters sends out a very lush and readable National Magazine for all their Members on a quarterly basis. The ones I have seen were very informative both as to driving methods and what is happening within their Organisation. RoSPA have never done this, except the Care on the Road Paper. This paper covered all aspects of driving/riding within RoSPA and much of it was for the professionals. It would be nice, in addition to this Newsletter if RoSPA as ROADAs sent out a specific magazine for its Advanced Drivers and Riders detailing their rule changes, staff changes and what is likely to happen to the Association in the future. I will suggest this to our Chairman and perhaps he can take it up with Head Office. What are your thoughts? Would you like such a magazine? Let me know. A short E Mail will suffice.

Still looking for someone to take over as Editor? Anyone out there would like to give it a go. I do feel sometimes that it comes out rather stale these days. Any volunteers? Let Robin or myself know.

I also have the usual plea. Can I have some input from our Members to publish in these pages. We have all been on our holidays and any stories of your adventures (serious or funny) would be most welcome and I am sure would be enjoyed by everybody. I hope to hear from you!

Safe driving.

Editor

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This Newsletter is produced for the interest of the members of the Norfolk and Norwich Group of the RoSPA Advanced Drivers and Riders Association. It details forthcoming events and has articles of a general interest to our members, which have been supplied by the members, the committee and Editor. As a result any views expressed are those of the local Group only, unless so detailed and not of the Royal Society for the Prevention of Accidents being the parent organisation