

### Committee Contacts

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### Diary Dates

Lecture 1.  
Drive 1.  
Lecture 2.  
Drive 3.  
Lecture 3.  
Drive 3.  
Lecture 4.  
Drive 4.  
Lecture 5.  
Drive 5.  
Lecture 6.  
Drive 6.  
Lecture 7.  
Drive 7.  
Lecture 8.  
Drive 8.

### Editors Bit

A new course starting and another newsletter to endure, another new batch of readers, how lucky are Moray Group members? I have to apologise keen readers who may have been worried by a lack of newsletters during my temporary exile in Englandshire but now I am back and you may rest assured that the newsletters will not get any better even though my expanded horizons have expanded. Still the plea for items for publication stands or I soon will be reduced to the 'what I did in my holidays' type of reporting, no scoops, exposés, scandal or road test reports. Lectures, practical drives and assessed drives that will get our Associates up to Advanced standard, quizzes with other local Groups, Fun Runs, and anything else that your Committee can devise will hopefully keep you interested in motoring matters.

### CONGRATULATIONS

on passing their Advanced Tests are due to

**Ben Laing** and **Stephen Ross**

and also to

**Bill Ford** and **Steve Hemingfield** both motorcyclists

Thanks also go to those Observers who guided them to success

### **OBSERVERS**

Did you know that new Associates and Observers are the most important people in the Moray Group. Without Associates and Observers our Group would not be able to function and the rest of us (the Committee) would have only memories of what we did for motoring in Moray, so to anyone who is observing or has observed with us or given of your time in the past your Committee says a very grateful

**THANK YOU**

### **HELP WANTED**

September 4th is the Forres Theme Day

Our Mobile Display Unit will be in attendance and we would appreciate any members helping with talking to anyone interested in Advanced Driving.

You only need to spend a wee while with us and the rest of the day is yours.

What is the fastest fish on the road?

*A motorbike.*

### I Would Like To Know

1. When did front seatbelt wearing become legally enforceable?
2. When was the M.O.T. test introduced?
3. When was road numbering introduced?
4. When did "cats-eyes" come into use?
5. When did it become illegal to cross double white lines?
6. What are the 2 eyesight test reading distances for number plates?

Can anyone enlighten me on these abbreviations?

:- a/bag, A/W, alm, ABS, a/c, ACC, bnt, bdy, bmpr, CC, dr, CD, col kyd, clth, ECC, htd, h/level, h/rest, h/lmps, inst, imm, Ind, lth, lum, lmps, mdl, mir, mpi, n/s, PDC, p/hood, pass, r/cst, r/lock, Sat Nav, seq, spec ed, syst, st, spk, spl, str, spi, SSS, spts, splt, sgl, std, t/gate, twin a/b, up, vel, whl, w/wipe.

Answers to me G Clarihew, at 3 County Houses, Coltfoot, Alves

ELGIN, IV30 8XB or E-mail to gclarihew@hotmail.com

## Young Enthusiasts to get NEW Driving Initiative

A scheme to encourage young and enthusiastic drivers to "max up" their driving is to be launched next month (2 August) in an unprecedented move to reduce casualties on UK roads caused by needless crashes. Max Driver is the most ambitious attempt yet to get young car drivers (particularly but not exclusively young males, who feature disproportionately in crash statistics) to improve their road awareness, safety and car control skills. Traditionally, this group of drivers has been the hardest to convince of the benefits of better driving - but the instigators of this scheme believe they have come up with a recipe for success. The nationwide scheme is a partnership between the IAM and EMAP, publishers of lad mag "Max Power". It's backed by Honda, Ripspeed at Halfords and Adrian Flux, the insurance brokers.

IAM Chief Executive, Christopher Bullock, said the problem often stemmed from over-estimated ability. A recent Max Power survey saw more than 80 per cent of young men claim that they are "good" or "very good" drivers. But the same sample sees two thirds of them describing their driving as "fast" and a quarter admitting that they are "aggressive".

The Max Power report, based on 1525 respondents, suggests that key safety messages are being ignored by young drivers and that the perception of their driving ability contrasts starkly with the facts. That said, 83% of respondents claimed that they would be 'fairly' or 'very' interested if an 'advanced' driving course and/or qualification was made available to them.

Mr Bullock said that the IAM feels that the time is right for an education and training based approach to developing responsible driver attitudes. "Easier said than done, of course. The reality is that we have to win hearts and minds. This won't be achieved by preaching or just from warnings of dire, but remote, consequences of getting it wrong," he said. "Enthusiastic drivers need positive and guiding influences on their attitudes and driving behaviours. They are more likely to be persuaded by immediate benefits: they want to keep their licence, afford a better car and, in the case of young males (bearing in mind that three quarters of young women are scared by their boyfriends' driving) they want to be attractive to the opposite sex." "They need to experience for themselves the satisfaction of driving with skill, at the right speed at the right time. In short, by participating in Max Driver, young drivers will gain much more enjoyment from driving and they will present less of a risk to themselves and other road users." Mr Bullock agreed that at first sight the IAM and Max Power partnership might appear a little unlikely but look beneath the surface and the synergies are clear to see.

"Both parties believe that this initiative could herald a fresh approach to casualty reduction among a particularly vulnerable group. If any scheme can put a more mature and responsible 'head' on some young shoulders whilst doing nothing to dampen young drivers' passion for driving, Max Driver can," he said.

Now if any reader is a parent of, or related to a being that understands vocabulary such as :- "hittin' hard in the big league", "transforms poofthah to pukka with just bumpers", "putting 19s on an Almera", "ICE" who drools over pictures of wheels, speakers and scantily clad female forms lolling over cars then may have a Max Power reader lurking in their home who is probably under 25, then please encourage them to take up the **Drive Like a God** offer. Have them visit [www.max-driver.com](http://www.max-driver.com) where they will see something that they may pay attention to and respond to better than good advice from elders and betters. I.e. us parents

## What I Did On My Holidays

A simple holiday was taken in the Clarihew household this year, - we went camping. This year we had decided not to overdo things so the wardrobe stayed at home as did the kitchen sink. so begun the loading up of the Fabia was begun, and then plans were changed. The larger trusty old Golf was pressed into service in order to contain the mounting piles of the really absolute necessities required for camping in discomfort. Leaving Moray and headed southward, stopping in the Borders in order to find a suitable campsite before dark, we discovered a shortage of Tourist Information Offices in the Borders region so we went and went into Galasheils police station and asked a for a good campsite and was recommended a site in Melrose. A very good place, so in we went and under canvas. We had taken the precaution of pitching the new tent in the garden so no problem there. Made to feel unfit and decadent as we met a cycling Norwegian family of six who had been in Newcastle two days previously. Two days and nights spent taking in the sights around the area and time to move on to Annan, again secured a place to pitch the tent and take in the sights, would recommend a visit to the Camera Obscura at the Dumfries Museum. Two days and nights in Annan area gave us itchy feet and so headed toward Ardrossan, but no room at the inn, so kept going to Balloch, not Balloch, a folk festival meant full sites, so went up the road a bit and found a wee site to stay. Did you know if you stand in the street and listen you can hear folk singers singing in a marquee and then an evening walk by Loch Lomond gave us the sight of a youth failing to keep his boat engine running, pushing it in the shallow water. We concluded that push starting a boat is not a practical proposition. As it had rained each day we decided to head homeward after a days shopping in Stirling. Altogether a nice footloose, please ourselves break from the cats and two teenagers at home.

## MOTORISTS MUST WAKE UP TO MOTORWAY FATIGUE

### HALF OF BRITAIN'S DRIVERS RISK DOZING OFF AT THE WHEEL

Issued: 10 August 2004

More than 50 per cent of Britain's motorists habitually drive for more than two hours on long motorway journeys without taking a break - and half of those, a staggering 25 per cent of all drivers never stop for a break during motorway journeys lasting four hours or longer.

These are the shocking findings of a nationwide survey undertaken by the Institute of Advanced Motorists (IAM) and Auto Express magazine as part of National Motorway Month.

The survey, conducted by NOP World Automotive, also reveals that a third of drivers admit to having driven continuously for four hours or more without a rest, on at least one occasion.

Company car drivers generally continue for longer periods without a break than drivers of privately owned vehicles, while female drivers tend to stop more frequently than their male counterparts.

Motorists who drive cars registered since September last year are more liable to plough on without stopping, as are those who drive a roadster, coupé or convertible. When it comes to age, drivers in the 25-34 age group are the worst offenders.

The results show that many drivers are either unaware of or ignoring official advice from the Department for Transport to take a 15-minute break every two hours on a long journey. The DfT says more than one-fifth of motorway collisions are caused by drivers falling asleep at the wheel and up to one in ten crashes on all of Britain's roads - around 23,000 a year - are also linked to fatigue.

The IAM's Chief Examiner, Bryan Lunn, commented: "Driver fatigue can easily set in on a long motorway journey, even if the driver begins the journey feeling fresh and alert. The problem can be particularly acute during the summer, when holiday traffic is at its peak and people are eager to reach distant destinations as soon as possible.

"Added to that," Lunn continued, "some medicines such as hayfever tablets may cause or increase drowsiness. Anyone taking such medication should check the precautions that are printed on the pack."

The IAM offers the following tips to reduce the effects of tiredness on a long motorway journey:

- \* Plan in advance so that you can stop for a 15-minute break every two hours.
- \* Try to avoid making long trips between midnight and 6am, when natural alertness is low.
- \* Never start a journey if you are already feeling tired.
- \* If you start to feel sleepy, find a safe place to stop (not on the hard shoulder), take a short nap and resume your journey 15-20 minutes later. If necessary, drink strong coffee or a high-energy drink or take a caffeine tablet before setting off again.
- \* Don't rely on opening the window or turning up the radio - these will do little to stop you falling asleep at the wheel.

David Johns, editor in chief of Auto Express magazine, said: "The problem of driver fatigue could also be alleviated by providing more rest areas on motorways. Our survey shows that almost two-thirds of drivers would like to see more places where they can pull in and take a break.

Everyone deserves the chance to stop without paying service station prices for a coffee. The picnic-style areas that are positioned frequently along French motorways are an ideal example, and we would warmly welcome the introduction of such facilities."