

KENDAL & SOUTH LAKES GROUP



ADVANCED MOTORISTS

*1st in mind for **Safe and Enjoyable Driving***

*& **Riding** through continuous skill development*

**KASLAM NEWS No.11
2011**

Autumn/Winter

Welcome to the 11th edition of *KASLAM NEWS*.

For those of you who receive this by post please consider letting us have an e-mail contact address, if you have one, as it will be a lot cheaper and quicker to forward information to you.

Please note that all contact details on hand will **only** be used for group matters and will not be passed on to anyone else.

Chairman`s Welcome

Welcome to the latest edition of your KASLAM newsletter. How long is it since you had a look at the IAM website?? www.iam.org.uk There are some good opportunities for you to have a say about road safety and driving issues. Currently there is an on-line poll being conducted about 20mph speed limits so answer the simple questions and voice your opinion. IAM then use the data to represent our views to government departments, other road safety organisations, media etc Go onget it off your chest!!

The festive season creeps ever closer. Is there someone you know who might benefit from one of the IAM driving training packages?? Skill for Life, Momentum, Drive Check 55 can all be purchased via the website. That might save a few trips round the shops !!!

Enjoy your driving – safely.

Jan

PS Don't forget the KASLAM website as well. www.kaslamm.org.uk

The IAM National Car Conference Saturday 8th October 2011

Held at Warwick University, Eddie Harrison (KASLAM Secretary) and I had an early start to arrive for the 2011 IAM Car Conference. Supplied with an agenda beforehand it was useful to know in advance the format of the day and the focus of discussions.

A welcome by Alistair Cheyne OBE, Chair of the Trustees and an opening address by Simon Best, Chief Executive of the IAM set the ball rolling. The main piece of good news being that the financial deficit of previous years has been turned around and last year saw the generation of a small operating profit.

Following a short open question session the main focus of the day was on three workshops that all delegates attended in rotation. We were assigned our groups at the start and Eddie and I went our separate ways as they had deliberately split up delegates from the same IAM group.

Workshop One was run by Peter Rodger (IAM Chief Examiner)

This session dealt with the new observer training programme still being developed which is designed to standardise and therefore enhance the quality of training of associates. The IAM has been accredited as an awarding body so that it will be able to issue awards to Observers upon their achievement of the required standard.

It was really a very basic introduction to the scheme and it seems that there is still quite a lot of work to be done before the programme is implemented. A shame, as we all thought it was ready to be rolled out and were looking forward to the detail.

Basically there will be levels of Observer training to allow members to develop to whichever level they wish. There will be a Locally Qualified Observer – someone who has passed their advanced test, undergone some training within the group and been awarded the qualification by an in-house Senior Observer. A Nationally Qualified Observer will have undergone slightly more training and have been awarded their qualification by an IAM examiner. An even higher level is on the cards but was not discussed.

Workshop Two was run by Joe Espana an outside speaker.

He dealt with retention and whilst quite a few delegates thought it was going to be a session on ideas and ways of keeping our IAM members it was quite an eye opening session. We saw for ourselves some of the not so complimentary feedback and statistics from head quarters around this issue. For example: 15-20% of customers are lost before training has even started and a further 10% give up due to poor training. I haven't heard of such issues within KASLAM but we were all warned against complacency and I guess this may be why there is to be the nationally recognised standardisation of Observers as mentioned above!!

Workshop Three was run by an outside company called Positive Change

The title of the session was, 'Trusted Adviser' and concerned the way when we are at shows or events where we are trying to promote the IAM, we do so appropriately. Actors and IAM staff

acted out scenarios and we had to tell them where they were going wrong in their approach and potential effectiveness. This was hugely enjoyed by the group (who doesn't enjoy telling people where they are going wrong?) and had to be managed quite carefully by the session leader.

We all returned to the main conference room and heard about current research the IAM is undertaking. A project looking into the effectiveness of IAM training should soon be published comparing before and after data. Two ongoing pieces of work are being undertaken by the Transport Research Laboratory on behalf of the IAM concerned with the distraction effects of smart phones whilst driving and one concerned with young drivers and their attitudes to driving.

Ben Schofield the new communications manager gave a short presentation about the communication changes within IAM headquarters and the work being done to try and enhance communications between groups and members and Chiswick, the work they do around publicity and trying to get the IAM into national and local media in a positive way and developments within social media. (You can know also catch up with IAM news on facebook and twitter).

Awards were presented and a hi-tech feedback system meant delegates could vote on how they rated each component of the conference – and see the results!!

All in all – quite an intense day with a definite emphasis on the local groups working hard to not only to expand but also to retain existing members.

So there we have it – are there any issues within KASLAM that should be brought to our attention? Do you feel satisfied with the KASLAM experience? Do you have any suggestions for us? I would hope we are a friendly and approachable group but after the conference perhaps I should ask and not just assume.....

Safe driving

Jan Dawson

GROUP NEWS

Musings from the Secretary

Our Group AGM is scheduled for Thursday 10th Nov at Kirkland Hall Kendal, 19:30hrs notices have already been sent out please respond to our membership secretary (Terry) if you are coming.

The County Show was again a great success publicity wise even with the occasional good old British rain storm, however despite handing out vouchers and offering a **£40** discount from Skill For Life no one as yet has taken us up on the offer. If you got a voucher don't forget it expires at the end of the year

Whilst talking about discounts this years promotion from IAM has just landed and the Skill For Life course has been reduced to **£125** see details elsewhere in this newsletter

Eddie

Words from the Membership Secretary

Time to update you all on the number of members in the Group. As at the end of September our fully paid up membership was 71. To that we have to add new Members still in their initial year, where the Group membership fee is included in their Skill for Life payment, and they have passed the IAM test. These now total 18 and I hope they will all renew on the 1st November this year. There are a further 9 Associate Members undergoing observed drives and by the time you are reading this, I am sure some of those will have passed their Test as well. So far in 2011 we have had 14 Test passes, and no failures.

So in spite of the best efforts of the recession, credit crunch, economic downturn, call it what you like, we are having a better year this year than last and, as I write this, there are still three months to go.

You will have all received your renewal invitations with the notification of the AGM. If you have a standing order in place then do nothing, everything should be fine. If not and you have not yet sent the Treasurer (me!) your cheque, please do so at your earliest convenience.

Terry

CONGRATULATIONS - to the following for successfully passing their IAM test through the Kendal & South Lakes Group: -

Andrew Clayton Jennifer Moffett Victoria Whibley

Stephen Coleman Tony Dangerfield

Ideas for Christmas any of the packages below can be ordered as gift vouchers and will arrive in time for Christmas if ordered before Dec 16th check out www.iam.org.uk

Skill For Life (all ages)

Cost £139 **Special Christmas price £125**

This includes an IAM manual

All drives with observers

The Advanced Test Fee

1st years IAM membership + local group membership

Drive Check (all ages)

Cost £25

A locally run assessment by one of our observers

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Drive Check 55 (over 55`s)

Cost £35

A locally run assessment by a qualified IAM examiner.

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Momentum (17—25 year olds) www.iam.org.uk

Cost £40

Step 1 An online assessment that can be completed in the comfort of your own home.

Step 2 A 60 minute on-road, general assessment by a qualified IAM examiner.

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THOUGHTS FROM THE AA

Eco-Driving Advice

How to get the most out of the fuel you buy

Car choice plays a big part in the extent to which your motoring affects the environment, but whatever car you've got there's a number of simple things you can do to reduce energy use (fuel consumption), CO2 emissions and pollution.

These eco-driving tips are the motoring equivalent of insulating the hot water tank, fitting low energy bulbs and not leaving the tv on standby – simple, common sense tips that really will make a difference. You'll save money on your fuel bills too.

You could save more than 10% on your fuel bill

In February 2008, fifty AA employees took part in an eco-driving experiment in conjunction with Auto Express magazine. Each drove normally for the first week and then applied our advice (below) to see how much they could save in the second week.

The group saved an average 10% on their weekly fuel bill with the best achieving an incredible 33% saving!

Maintenance

- Regular Servicing – Get the car serviced regularly (according to the manufacturer's schedule) to maintain engine efficiency.
- Engine oil – Make sure you use the correct specification of engine oil (refer to the handbook)
- Tyre pressures – Check tyre pressures regularly and before long journeys. Under-inflated tyres create more rolling resistance and so use more fuel. Getting tyre pressures right is important for safety too. Refer to the handbook as pressures will normally have to be increased for heavier loads.

Before you go

- Lose weight – Extra weight means extra fuel so if there's stuff in the boot you don't need on the journey take it out and leave it at home.
- Streamline – Roof racks/boxes create extra wind resistance and so increase fuel consumption. If you don't need it take it off, if you do, pack carefully to reduce the extra drag.
- Don't get lost – Plan unfamiliar journeys to reduce the chance of getting lost – try the AA Route planner or consider a 'Sat Nav' if you regularly drive unfamiliar routes. Check the traffic news before you go too.
- Combine short trips – Cold starts are inefficient so it pays to combine errands such as buying the paper, dropping-off the recycling, or collecting the kids into one trip rather than making multiple short trips.
- Consider alternatives – If it's a short journey (a couple of miles or so) consider walking or cycling rather than taking the car – fuel consumption is worse when the engine's cold and pollution will be greater too until the emissions control system gets up to normal temperature.

On the Way

- Leave promptly – Don't start the engine until you're ready to go. This avoids fuel wastage due to unnecessary idling and ensures that the engine warms up as quickly as possible. (In winter months, scrape ice rather than leave the car idling for a long period to warm up).
- Easy does it – Drive smoothly, accelerate gently and read the road ahead to avoid unnecessary braking.
- Decelerate smoothly – When you have to slow down or to stop, decelerate smoothly by releasing the accelerator in time, leaving the car in gear.
- Rolling – If you can keep the car moving all the time, so much the better. Stopping then starting again uses more fuel than keeping rolling.
- Change up earlier – Change gear as soon as possible without laboring the engine – try changing up at an engine speed of around 2000 rpm in a diesel car or around 2500 rpm in a petrol car. This can make such a difference to fuel consumption that all cars in the future are likely to be fitted with Gear Shift indicators that light a lamp on the dashboard to indicate the most efficient gear change points.
- Cut down on the air-con – Air conditioning increases fuel consumption at low speeds, but at higher speeds the effects are less noticeable. So if it's a hot day it's more economical to open the windows around town and save the air conditioning for high speed driving. Don't leave aircon on all the time – you should run it at least once a week throughout the year though to maintain the system in good condition.

- Turn it off – Any electrical load increases fuel consumption, so turn off your heated rear windscreen, demister blowers and headlights, when you don't need them.
- Stick to the limits – Drive at or within the speed limit – the faster you go the greater the fuel consumption and the greater the pollution too. According to the Department for Transport driving at 70mph uses up to 9% more fuel than at 60mph and up to 15% more than at 50mph. Cruising at 80mph can use up to 25% more fuel than at 70mph.
- Don't be idle – If you do get caught in a queue avoid wasting fuel by turning the engine off if it looks like you could be waiting for more than three minutes.

Coasting - does it help save fuel?

Coasting - rolling downhill or approaching a junction with the car out of gear - is inadvisable because the driver doesn't have full control of the vehicle, though it used to be quite a common practice to save fuel.

- You lose the ability to suddenly accelerate out of tricky situations.
- You lose engine braking which takes some of the load off the brakes on down hill stretches and helps to avoid brake fade - overheated brakes require harder pedal pressures to stop the vehicle.

These days, coasting is still inadvisable and changes in vehicle fuel systems mean it won't save you fuel either.

Old car with carburettor - take your foot off the accelerator pedal with the car in gear and fuel is still drawn through into the engine. Fuel savings could be made by coasting out of gear.

Modern car with electronic engine management - fuel and ignition systems are effectively combined and controlled by one Electronic Control Unit (ECU). Take your foot off the accelerator and the ECU cuts the fuel supply to the injectors anyway so there's nothing to be gained by coasting.

Modern diesel engines - these also have the ability to shut off the fuel when you take your foot off the accelerator.

How much can you save?

The aim is to see how much you can improve on your current average fuel consumption or the 'official', manufacturer's figure by following the advice above.

If your car has an on-board computer that records fuel economy (miles per gallon / MPG) then take a note of the overall average fuel consumption you're getting now and then see how much you can improve it by following the 'eco-driving' advice above.

It should be possible to re-set the computer so it starts recording a new average MPG.

With no on-board computer, you'll first need to find out the official, manufacturer quoted fuel consumption for your car. You may see three different figures quoted, 'urban', 'extra-urban' and 'combined' – it's the third, 'combined' figure that you want.

You can look-up fuel consumption data on the Department for Transport's website carfueldata.direct.gov.uk.

Measuring fuel consumption

With no onboard computer you can calculate average fuel consumption over any period by following the steps below.

- 1.Fill the tank and record the mileage
- 2.Keep a record of any subsequent fuel purchases (it's not necessary to completely fill the tank again until you're ready to work out your mpg.)
- 3.Ideally go back to the same pump at the same garage you first filled the car and fill the tank again to the same level
- 4.Now divide the total mileage since the first fill by the total number of litres used and then multiply by 4.546 to get miles per gallon (for example if you've covered 1000 miles and used 101 litres of fuel, your average mpg = $(1000/101) \times 4.546 = 45\text{mpg}$)

Rather than compare your new improved fuel consumption with the official combined fuel consumption you could establish a baseline average fuel consumption for your current driving style using the steps above and then another average once you've started applying some of the 'eco-driving' techniques above.

Daylight Saving

Should we wind the clocks forward?

When the clocks go back in late October and you suddenly find yourself driving home from work in the dark, conversations turn to the question of time and the benefits (or not) of winding the clocks forward for lighter evenings all year around...

Daylight Saving bill

The Daylight Saving Bill is a Private Member's Bill that was presented to Parliament on in June 2010. The Bill requires the Secretary of State to conduct and act on a cross-departmental analysis of the potential costs and benefits of advancing time by one hour for all, or part of, the year. The second reading was in December 2010 and it is now waiting to be scrutinised by a Public Bill Committee.

Lighter Later campaign

Lighter Later, coordinated by the environmental group 10:10, is a campaign to "change the clocks so we are awake when the sun is out".

Lighter later highlights the carbon reduction benefit of shifting the clocks forward by one hour throughout the entire year. Clocks would still go forward in spring and back in autumn but in effect an hour of daylight would be moved from the morning to the evening.

Lighter Later is widely supported by sports and leisure groups including the Central Council for Physical Recreation, the Football Association, the England and Wales Cricket Board and the Lawn Tennis Association and safety groups including ROSPA, BRAKE, Road Safety GB, PACTS, and the Chartered Institute of Highways and Transportation.

AA view

The AA sees the road safety arguments in favour of changing the clocks so that there is less light in the morning and more in the evening and so gives the Lighter Later campaign its full support.

But there are clearly people who disagree with the changes being proposed so running a trial seems sensible.

Andrew Howard, the AA's Head of Road Safety, says: "The seat belt law was similarly controversial back in the 1980s – with many opposed to being required to wear a belt. Then a three-year trial was introduced, and a monitoring system established." The same approach should be used for changing the clocks, with Parliament required to confirm the change three years after its implementation.

Editorial Tailpiece

Living in the country, as I do, I am very well aware of the risks always present in driving on narrow, winding and often roads with blind bends and hidden dips but I seriously wonder how many people actually realise just how dangerous the rural roads can be. A recent "near miss" certainly reminded the man who was driving me of the need for great care and moderation - when rounding a blind bend, at a particularly narrow stretch of road we were confronted by the simultaneous appearance of four walkers on our side of the road and what looked like a "boy racer" coming towards us in his little car. My driver tends to the view that speed limits are simply for guidance and can be safely ignored but just for once his speed was appropriate to the road and he managed to stop in time. But it certainly left him pondering what might have happened had we been travelling at anything like the ludicrous, but authorised, 60 mph limit on the road. The resultant smash would certainly have been spectacular and very likely fatal for several people. If anything needed to be said about the wisdom of re-examining speed limits that was it! A blanket 30 mph limit on many of the roads in the Southern Lakes would be a good idea and a limit of 20 mph through the villages wouldn't come amiss either. Visitors to the rural parts should remember that anything could be round the next bend – tractors, cows, sheep, walkers, horses and often quite wide vehicles.

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