

**Gloucestershire
Group**

**Spring 2011
Newsletter**

Future Events Roundup

Date	Day	Time	Event	See page
15-Feb.	Tuesday	19:00	Systems and Signals Talk by car examiner Paul Crabtree	page 14
10-April	Sunday	08:30	Prescott Bike Festival	page 19



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Congratulations

Car Test/Retest Passes:

- Lawrence Moss
tutored by Janty Jones & Andy Curtis
- Charles Lyne
- Janty Jones

Advanced Car Qualifications:

- Geoff Brown - Diploma
- Janty Jones - Advanced Tutor

Motorcycle Test/Retest Passes:

- Charles Lyne
- Nigel Warwick
tutored by Steve Williams
- Ian Stockwell
- Graham Shaw
tutored by Tony Dix

Welcome

New Car Associates:

- Kim Butcher - Cheltenham
- David Hardie - Cheltenham
- Toni Brock - Dursley
- Jamie Dalrymple Hamilton - Horsley
- Freddy Dalrymple Hamilton - Horsley
- Adam Slaughter - Cheltenham
- Ian Greaves - Bishops Cleeve
- Richard Davies - Cheltenham

New Motorcycle Associates:

- Robin Davies - Tewkesbury
- Matt Cox - Gloucester
- Brian Davis - Worcester
- Viv Harrison - Gloucester
- Gail Harrison - Gloucester
- Robert van Elst - Dursley
- Stephen Wilkinson-Carr - Stoke Gifford
- Jacqueline Layton - Gloucester

New Motorcycle Associates (contd.):

- David Bullock - Slimbridge
- Mike Rose - Frampton Cotterell
- Ian Edwards - Cheltenham
- Paul Robinson - Tewkesbury
- Michael Wescott - Cheltenham
- Mark Burnham - Gloucester
- Steve Kendall - Cheltenham
- Nigel Warwick - Churchdown
- Stuart Powell - Northleach
- Pelham Stevens - Tarlton
- John Tyler - Kinsham
- Gary Scudder - Tewkesbury
- Philip Wesley - Cheltenham
- Dan Godzisz - Tewkesbury
- Stephen Davies - Newent
- Mac Gasking - Malvern
- Andrew Wiggins - Cheltenham
- Maurice Summers - Saintbridge
- Alec Lawless - Amberley



Chair's Introduction

by Adam Slaughter

It has been a long time since I had to write an introduction to myself, but as only a handful of people know me in the local RoSPA group, I thought I should write a short piece for the newsletter. I have been driving and riding since 1976, starting with motorbikes then cars. I passed both DSA tests in 1979 and also the I.A.M. tests within one calendar year. I dabbled in motorcycling racing and a little car racing, with no great success.

I have owned many bikes; from a FS1E DX to a Laverda Jota 120, which I have owned from new since 1982. On the car side, I have only owned three and my latest is now eight years old. However, I do change my work's car every two years, due to the demands placed upon them by me being a driving instructor.

I have been involved in road safety since 1976, when, after passing my ACU/RAC test on my moped, I stayed on as a helper, and then progressed over the years to become Chief Instructor in Cheltenham. I joined the I.A.M. in 1979 and soon became Chief Observer for motorcycles. Car drivers couldn't cope with my young age and I soon found myself not agreeing with the current practice of car driving and left the I.A.M.

In 1999 I started a new career as a driving instructor, after many years in plastic injection manufacturing. I have since added many aspects to my driving skills including RoSPA Gold in 2008. I joined the local group just before the AGM and I now find myself your Chair. I must say I am a little surprised at this, but I look forward to the challenge and I hope that I can follow the excellent Lorraine in this position.

If any person wishes to help out on the car training side, as I am already aware that the group is lacking tutors, your assistance would be much appreciated. Please contact me (page 20) in the first instance. ☆

Newsletter Editor's Notes

by Charles Lyne

I wonder if "Spring 2011" on the front cover is maybe a little optimistic as we're not necessarily yet free of winter ice and/or snow? This edition of the newsletter actually started off as Summer 2010, but because there hasn't been much material to put in the newsletter it has now ended up as the Spring 2011 edition, hence no Summer, Autumn or Winter 2010 newsletters were published, sorry. I would remind our readers that I'm only the editor, not the author of all the contents, so if you have any driving/riding stories, holiday notes, etc, they would be most welcome for future editions, and many thanks to those who have contributed.

The 2010 AGM came and went and it was very encouraging to see it so well attended, though a little disappointing that more people weren't queuing up to help out on the committee. We are quite well supported now though.

Lorraine managed to escape from the chairmanship of the committee having done an excellent job of steering our group for the last two years - thank you Lorraine and other members who have also helped greatly over the past few years.

A very positive note is that all the new members (especially fellow bikers) and congratulations to members with test passes, now require two pages. This is very good news for the group as inevitably people leave the group because they move away and for other reasons, so our numbers can get depleted. Welcome aboard everyone.

Apologies also if you've joined us since the previous newsletter and I've missed your name out. Please drop me a line if this is the case and I'll try to ensure I get you listed in the next newsletter. Similarly, if you've passed a RoADAR advanced test, or you're a tutor whose associate has passed, please let me know. ☆

Change of HQ Address

from Liz Wragg

RoSPA have now moved premises and are now at home in the first building that RoSPA have ever owned. The post is being re-directed so we will still receive post sent to our previous address. Our phone numbers have stayed the same.

Our new address is:

RoSPA House, 28 Calthorpe Road
Edgbaston, Birmingham, B15 1RP 📍

2010 Annual General Meeting Minutes

by Nigel Potter; 16th June 2010

Representing the Committee:

- Lorraine Williams (LW)
- Richard Dixon (RD)
- Charles Lyne (CL)
- Nigel Potter (NP)
- Lawrence Moss (LM)

Representing RoSPA HQ:

- Liz Wragg
- Jayne Bartlett

Group membership

(M)otorcycle/(C)ar:

Rupert Clarkson (M), Chris Lees (M), Nigel Warwick (M), Mike Wescott (M), Craig Talbot (C), Roy Harding (M), Steve Williams (M), Gordon Smith (M), Liz Pritchard (C), Doug Birch (C), Graham Beale (C), Mark Sealey (M), Bill Millan (C), Adam Slaughter (C), Alan Godfrey (C), Tony Curry (C), John Armitage (M), Gary Cook (M), John Fisher (M), Alan Painting (M), Lyn Clarke (M), Geoffrey Moss (M), Jackii Moss (M), Gail Moss (C), Andy Parker (M), David Brazener (M), Tony Dix (M), Mark Burnham (M), David Whelan (C), Clinton King (M)

Apologies for absence:

Andy Robbins, Janty Jones, Peter Bennetts, Ray Brooks, Paul Molyneaux, Allan Venn, Bob Smalley, Geoff Brown, Sue Samuelson & Tom England.



Distribution:

Committee members (exiting & voted in) + copy to Headquarters

Agenda Items as per agenda order:

Welcome and Apologies:

Attendees were welcomed to the 2010 meeting. Apologies, where received, were read to the meeting.

2009 AGM minutes:

The minutes of the 2009 AGM were supplied and approved as representative of the meeting (proposed by: A Parker, seconded by S Williams).

Chairs Report:

- Attendees were advised of the availability of the new web pages.
- Attendees were advised that the new newsletter will be out shortly. A call to all members for additional articles was made.
- A list of recent events was read to the group.
- A list of thanks was presented to members who have contributed to the groups activities over the past year.
- A number of issues facing the group was raised, namely - lack of available car tutors, lack of support to events and vacancies on the committee from the previous AGM.

Questions and comments on the above were invited.

Treasurers Report :

- The groups finances in the form of a printed sheet were made available to attendees and explained clearly by the treasurer.



- ii. Methods of payment for annual subscription were presented to the group.
- iii. A future method of secure and auditable electronic payments was presented to the group via the CAF bank, and comments invited.
- iv. The sales figure for regalia (£0) was questioned and noted as accurate, i.e. no sales.
- v. The 2009/10 accounts were approved (proposed by: Tony Dix, seconded by Liz Pritchard).

Membership Secretary Report :

- i. The membership secretary introduced his role.
- ii. The group has 172 members (159 fully paid, 13 exemptions).
- iii. In the last year 45 members have not renewed, the group has 37 new associates (a net reduction of 8).

Car Section Report (unofficial as post vacant):

- i. At start of the year there were 18 tutors, currently 13 tutors (10 active/tutoring).
- ii. SJA (St. John's Ambulance) issue resolved
- iii. Janty Jones is the group's only advanced car tutor and wishes to concentrate effort on this role. An appeal for a Car Section Representative was made and the role's importance conveyed.

Motor Cycle Section Report:

- i. A good year for the m/c section, including tutor training and slow riding days.
- ii. 15 tutors at present.
- iii. A large number of 'dormant' associates noted.

Exiting Chair's closing comments:

- i. Proposed changes to the groups constitution were presented and discussed.
- ii. In the change to section 3 - clause (d) it was proposed, and agreed that the word 'observed' should be changed to 'tutor'.

The amendment was carried. (proposed by Liz Pritchard, seconded by Mark Sealey)

- iii. The proposed change to Section 3 - additional clause (e) was debated extensively. In summary the provision by the group for training of non members of the public, for example groups such as SJA, or ADIs, was debated. It was decided that the additional clause should be reworded to allow for a change in the application form to join the group, such that a potential applicant has to state their reason for joining. This then enables the committee to decide on a case by case basis whether or not the tutoring resources are available, prioritise accordingly and if necessary, forward applications beyond the group's resource to HQ for fleet training solutions. Changes agreed, (proposer - T. Curry, seconded by Chris Lees)

Election of posts:

- i. CHAIR: A 'sit in' role to be undertaken by Adam Slaughter and as necessary rotated among the committee, (proposed by Tony Curry, seconded by David Whelan).
- ii. SECRETARY: Nigel Potter (proposed by Craig Talbot, seconded by Liz Pritchard).
- iii. TREASURER: Lawrence Moss (proposed by Andy Parker, seconded by Steve Williams).
- iv. MEMBERSHIP SECRETARY: Richard Dixon (proposed by Chris Lees, seconded by Adam Slaughter).
- v. CAR SECTION REP: Adam Slaughter (proposed by Nigel Potter, seconded by Lorraine Williams).
- vi. MOTORCYCLE SECTION: Geoff Brown (proposed by Tony Dix, seconded by Mark Sealey).
- vii. NEWSLETTER EDITOR: Charles Lyne (proposed by Roy Harding, seconded by C. Lees).
- viii. SUPPORT (to Secretary): Andrew Parker (proposed by Lorraine Williams, seconded by Lawrence Moss).

ix. SUPPORT: Craig Talbot (proposed by Lorraine Williams, seconded by Lawrence Moss).

End of meeting @ 21:20



Agreed changes to the Group's Constitution

Section 3 - clause (d):

Subscriptions- Group Annual Subscriptions for both classes of membership shall be recommended by the committee and confirmed annually at the AGM. The new subscriptions will take immediate effect from the AGM, and become due at the AGM. The membership subscription must be paid in full by no later than the end of the following calendar month (July 31st). No member shall act as a tutor or receive the benefit of a tutor's advice unless in good standing with the Group.

Section 3 - [new] clause (e):

The Group is a non-profit organisation, and as such, may prioritise the group's voluntary training resources away from motoring professionals to ensure our main objective of improving driving standards and safety of the general public is upheld. Applications for membership from commercial bodies will be forwarded to RoADAR Head-Quarters for commercial/fleet training solutions. 🌟

AOB:

It was proposed that Andy Robins be granted honorary membership. Many voiced approval, (proposed by Lorraine Williams, seconded by Tony Curry). Tony Curry raised the point that although the Car Section report had included a statement that the group was low on Car Tutors, he was based locally in Cirencester yet he had not been assigned an associate for some considerable time. This will be investigated by the committee. Questions and answers were taken/discussed with representatives from HQ, and they presented the group with a discussion on the efforts being made at HQ and current and near-term projects.

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Keep warm & smart


Quality Glos-RoADAR clothing

The group has a range of very good quality 'T' shirts, polo shirts, sweatshirts and fleeces for sale to members. All have a smart (but discreet) contrasting RoADAR logo with our URL (internet address) underneath (see left).

The logo on the black garments is in gold, or black on the light grey garments.

The prices are:

Grey T-Shirts	£10.00
Grey Polos	£12.00
Black Sweatshirts	£15.00
Black Fleeces	£17.50

They are available in small, medium, large, XL and XXL. If you're interested, please contact Phil Baker, our clothing coordinator on 01 452 421 559. 

The polo shirt



The fleece



The 'T' shirt (with optional large logo):



The sweatshirt:



Gadgets, gizmos and gimmicks?

By Charles Lyne

Car (and to a lesser extent bike) manufacturers are forever introducing new features to their latest models, often ostensibly as 'safety features', but sometimes they seem to be just gimmicks designed to enhance the appeal of the particular vehicle.

Some of our older drivers may remember that at one time features such as a heater and windscreen wipers were even considered as extras. Nowadays of course every car has such things as standard and in time, presumably, the better new features will also become standard fitments, but which would you want?

It occurred to me that it might be useful/interesting to other members to discuss some of these features that I (or family) have had recent experience of and comment on whether they're really worth having or not.

Blind spot warning

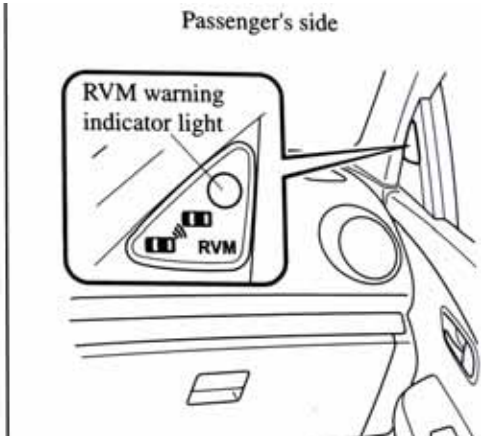
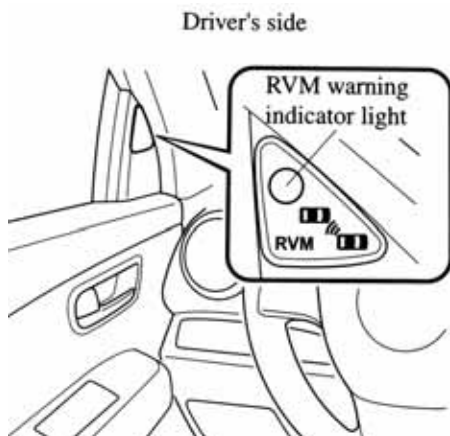


Mazda have a system on some models that uses small door panel indicators with an audible warning to warn a driver on a multi-lane road, that there's another vehicle close to the rear of the car, see illustration below.

Mazda's name for this system is Rear Vehicle Monitoring (RVM) and according to a family member, it works very well and is a useful safety feature.

Reversing camera

We've had a reversing camera on both models of the Toyota Prius that we've owned and, in my opinion, it's an invaluable aid to safety and ease of parking. On the Prius the screen displays lines showing the track the wheels will take as the car moves back (it works this out from the angle of the front wheels) as well as a bar parallel to the rear bumper that indicates how far back it's safe to move towards an obstacle. The camera works equally as well in the dark as it does in bright sunlight. Inevitably there can be conditions such as water and mud on the camera lens that can limit the view, or sunlight/headlights shining directly at the camera, but in general it's a boon. It's by no means a replacement for observation by other means such as the mirrors and direct vision, but I certainly miss it when driving other vehicles now.



Self parking

In the Prius, Toyota call this 'Intelligent Parking Assist' and in the latest model it is a very impressive system. For on-street parallel parking the car can measure a gap between two vehicles as you drive slowly past the gap. If the gap is long enough for the car to reverse into, it's just a question of stopping the car about a metre out from the car in front of the space and at the position indicated by the car with two beeps, then selecting reverse and ensuring the box displayed on the reversing camera is in the correct place between the two cars (moving it with the touch screen if necessary). The car then steers itself into the space, the driver just easing off the brakes as required to control the speed and stopping in the desired position.

The car can do the same thing with spaces in, for instance, a supermarket car park where the space is perpendicular to the direction of travel. It may be just a question of lack of familiarity/practice with the feature,

but I find that it takes so long to set the system up that I might as well just park the car myself. It's a fun demonstration if you want to show the car off to someone, but I wouldn't pay extra for this feature.

Head-Up Display

In the Prius, the HUD is a small display in the bottom of the windscreen which is reflected off the screen into the driver's view from a display built into the top of the dash.

The display has a limited, driver selectable, choice of information including the speed, economy meter and basic route guidance. The position of the display can be adjusted to suit drivers of different heights as well as the brightness.

The view below of the display gives a fair representation of the system.

A significant advantage, as can be seen in the photo, is that the HUD display of the speed is in focus with the road, whereas the



dash display isn't. It is therefore much quicker, easier and hence safer, to glance at your speed in the HUD, rather than down on the dash, which takes that bit longer for your eyes to refocus as well as move. Although the HUD appears to be quite dominant in the road view, in practice it's very easy to ignore it if the information isn't needed - I have never found an instance when any detail is obscured by the display.

I would rate this as a useful safety feature, but not something I would really miss if it wasn't there.

Cruise control

Until I'd used cruise control, I had dismissed it as a lazy approach to driving on motorways, but having had it available on both Priuses, I have found that there are times when it's quite useful. In light traffic on motorways and dual-carriageways I find it useful for maintaining a safe speed without inadvertently exceeding the speed limit, though if the terrain is anything other than flat, it's not the most economic way of driving, as it will 'floor' the accelerator in order to keep the set speed on a hill, which I wouldn't do in manual control, preferring to allow the speed to bleed off a little rather than waste fuel keeping to a given speed.

I also find it useful sometimes in lower speed limits: 50, 40 and even 30 mph, where it's safe to drive at the limit and there are no obvious hazards that may require frequent changes of speed. In such conditions I find that using the cruise control ensures I don't inadvertently exceed the limit, which is very easy to do in some places. Rather than making me lazy, I find that it helps as I can concentrate on other aspects of my driving and don't need to worry that I'm exceeding the limit, especially when there are frequent speed cameras around.

Adaptive Cruise Control



The Prius manual includes a section on adaptive cruise control, Toyota call it "Dynamic Radar Cruise Control". This system uses a forward facing radar beam to establish the car's proximity to the vehicle ahead in the same lane (assumes a multi-lane situation) and adjusts the car's speed to maintain a set distance (driver adjustable). The system will accelerate, decelerate and if necessary, brake, to keep the car at the set distance. Inevitably, there are lots of situations where it may not work properly (which are warned about in the manual) such as changes of gradient, sharp bends, traffic cutting in, but in typical American freeway traffic which it appears to be designed for, it may have its uses.

I don't think it's available in the UK and it certainly isn't fitted to our car, but does anyone else have experience of such a system? Please write in if you do, it would be interesting.

Rain sensing wipers

I didn't expect this to work as well as it does. There's a sensor that looks for reflections from raindrops on the top centre of the screen and then activates the wipers until the sensor is clear of drops. Obviously, if rain/spray doesn't happen to hit this area, then the system doesn't work, but the law of averages is such that, probably 99% of the time, it does also hit the sensor and so the system keeps the screen clear pretty much all of the time. It seems to work just as well at night as during the day, and it is especially good when you get those annoying conditions where the level of drizzle keeps changing, and with an intermittent wipe, you need to keep changing the delay between wipes. The auto-sensing is especially good at such times. I'd certainly miss this feature now, as it allows me to concentrate on other more important aspects of my driving rather than whether the wipers are wiping a dry screen.



Bluetooth phone connection

This allows a mobile phone to connect in to the car's audio system and (optionally) receive and make calls. In the Prius again, a single button on the steering wheel allows an incoming call to be answered. I find that it's very easy to ignore the phone if the traffic is busy, or the road conditions demanding. I know I can stop later and find out who was calling and ring them back, but if the traffic is light and there are few obvious hazards, I may answer an incoming call, at all times ensuring though that my main attention is on the road, rather than the call. It's the only option I would now consider for using a mobile phone while driving, and while by no means an essential gadget, is way better/safer than any other option for using a phone while on the move.

Voice Command


This intriguing option (at least in the Prius) offers a wide range of voice command options for the phone, navigation and other commands such as volume up/down on the audio.

After pushing the relevant steering wheel button, the system requests a voice command after the beep. It's clever enough to understand most commands if they're in its vocabulary (and clearly spoken), without being pre-trained for a given voice.

One of the most basic is to just press the button and then say "Go Home" which programs the navigation system to find a route to wherever has been designated as home. More complicated commands are also available, such as "Right Map Zoom In" or "Next Track" to skip tracks from a music CD.

Potentially a useful option that can help the driver to do some things which may otherwise require taking ones eyes off the road, but personally, for most of the options, I'd much rather find a safe place to stop and give the relevant change my full attention.

Personal Rating (the more white stars the better)	Safety	Convenience
Blind spot warning	☆☆☆☆★	☆☆☆☆★
Reversing camera	☆☆☆☆☆	☆☆☆☆★
Self parking	★★★★★	☆☆☆☆★
Cruise control	★★★★★	☆☆☆☆★
Rain sensing wipers	★★★★★	☆☆☆☆☆
Bluetooth phone connection	☆☆☆☆★	☆☆☆☆★
Head-Up Display	☆☆☆☆☆	☆☆☆☆☆
Voice Command	★★★★★	☆☆☆☆★


What do other Glos-RoADAR members think about these or other options? Please do write in with your experiences of such systems? 

Systems and Signals Talk by car examiner Paul Crabtree

From Richard Dixon

7:00 - 9:30 p.m. Tuesday, 15 February, 2011
Venue: Sports Hall, Tewkesbury School, Ashchurch Road, Tewkesbury, GL20 8DF

Directions: to Tewksbury from M5 J.9, over 1st traffic lights, 2nd gate on left into school. Follow drive to rear of premises reaching car park. Enter Sports Hall building adjoining grass playing field and turn left up stairs to a classroom. Tea and Coffee will be provided.

This talk is aimed at anyone interested in advanced driving (including bikers), especially those taking the test for the first time. All welcome, whether associates, full members or friends and family, but if attending, please reply as soon as possible to Richard Dixon. 

Review of DSA Motorcycle Test

from Kevin Clinton -
RoSPA Head of Road Safety

As you may know, the DfT is reviewing the new Motorcycle Test, particularly the Module 1 off-road manoeuvres and are seeking advice and views from motorcycle trainers on certain issues. As RoSPA is a member of the Review Working Group, I have been asked to consult RoSPA's motorcycle trainers, examiners and ROADAR members.

As part of the review, the DSA will be testing the feasibility of changing some of the higher speed (50 km/h) manoeuvres (the hazard avoidance manoeuvre and the emergency brake) that are done off-road to on-road manoeuvres. They have asked for suggestions of detailed specifications for the avoidance manoeuvre that they can test at Cardington. It would be helpful if the specifications included measured layout of obstacles/cones and total length needed to carry out the avoidance manoeuvre at around 30mph. This could include the German model of braking before the avoidance.

In addition, they are seeking examples of specific on-road locations where manoeuvres might be carried out safely and practically, for an initial consideration of their feasibility, to help evaluate the feasibility of a range of real locations. It would be helpful to have different types of road in urban, rural and suburban areas. It would also be useful to have examples from different regions around the country, to see if they can find suitable locations in both flat and hilly areas (eg, are there flat enough roads in hilly areas).

These could include examples of 30mph and 40mph roads where the high speed manoeuvres could be carried out, in particular the emergency stop at around 30mph. It has been generally agreed that sites suitable for

one of these manoeuvres should be suitable for both. It should be possible to identify locations for the emergency stop as it does not raise the same as yet unresolved design issues as the avoidance. This is likely to require a reasonably straight stretch of road of at least 130m in length.



For both of these manoeuvres, sites should:-

- be appropriate for inclusion as part of the on road test (though not necessarily part of an existing module 2 test route).
- be reasonably free of traffic so that manoeuvres can be performed safely and without hindrance, throughout the working day.
- not have street furniture or parked cars in the braking zone that could cause a hazard if the candidate falls off.
- have a reasonable surface, free of pot-holes etc, and be reasonably level without a steep gradient.

There should also be an opportunity for the candidate to return to the start of the manoeuvre (eg going round the block) if they need more than one attempt, either because of traffic or if multiple attempts are allowed.

It would also be useful to look at examples of roads for the manoeuvre to be carried out at 30kmh/19mph in second or third gear. This is likely to be a bend where the candidate would normally be expected to travel at around that speed, but not significantly below or above it.

Although the DSA have not yet considered the detailed design issues, a good starting point could be the criteria currently used for this manoeuvre on VOSA and other casual sites, ie a minimum 90 degree curve, with an outside radius between 19 and 30 metres.

It might also be useful to suggest possible off road sites for the slow control manoeuvres, which are available during the working week.



The DfT and DSA are not at this stage trying to identify actual test locations, but to establish the feasibility of finding suitable locations and carrying out the manoeuvres in an on road environment. Once they have a clearer idea of the manoeuvres to be piloted, the next step would be to try them at on road locations.

If you have suggestions you would like to make, please email them to me at: kclinton@rospa.com and I will pass them on to the Review Working Group. 🌟

Breaking Records

from Liz Pritchard¹

It's the hottest day of the year so far and I've just broken my record for the Cancer Research Race for Life by 6 seconds! Being 7 years older than my first and fastest in 2003 I am really pleased.

However, more important is the record breaking sum of £183.50 I've raised this year. A huge thank you to those who sponsored me, especially as some of you have done this before.

This is also the year that saw me pass the £1,000 mark with my total for eight consecutive races standing at £1,167. Last year's Race for Life events across the country raised £65 million! 🌟

Car cleaning - hints and tips from the professionals

from Adam Slaughter

Exterior Paintwork

- Always wash your car out of direct sunlight. Hot paintwork evaporates water

and causes water marks which are really hardwork to remove.

- Use a good quality shampoo to remove everyday grease and grime. This is designed to break down acid rain deposits into a soluble solution, which can simply be rinsed off.
- The use of under-sink products such as washing-up liquid is not recommended as many of these products contain salt, which is harmful to your paintwork.
- If you have to use car washes only use well maintained car washes. Old faded brushes pick up grit that will scratch and mark your paintwork. Save money by choosing 'wash only' if you have had applied a paint sealant e.g. Supaguard or Auto Glym protection means that the expensive wax options are not needed.
- If you have a power washer at home use a small amount of the shampoo.
- If you want to polish out water marks etc. be careful, some well known brands of car polishes contain abrasives that work by removing a layer of your paintwork. You often get telltale swirls on your paintwork which are a nightmare to remove.
- Always keep your dusters and leathers clean, ingrained dirt will mark the paintwork.
- Bird droppings, if left for days, are really corrosive and can etch your paintwork. The best way to remove dried droppings is to soak a sponge in a dilute solution of good quality car shampoo and place on the droppings. Leave for about 2 - 3 minutes and squeeze the water out, the droppings will dissolve and rinse off. If you try and rub off the dry droppings grit will scratch your paint surface.
- Airborne contaminants such as dead insects, tree sap and good old bird droppings may damage paintwork; play safe and clean off as soon as possible.

Inside your car

- The interior of your car is protected by the fabric protector specially designed for the automotive industry; it works by coating the fibres on seats and carpets with a

1. I hope Liz won't mind me mentioning that she's one of our more senior members of the group, and that this note dates from the middle of 2010. Well done Liz! (Ed)

stain repellent. Fluids will 'bead up' to make it easy to quickly wipe up spillages. The fabric will not be waterproofed so quick work is advised. Any marks can be simply cleaned away with a mild soapy solution afterwards. If the spillage has dried, re-wet it with a mild soapy solution and draw everything up into a dry absorbent cloth.

- Always clean the area surrounding a spill too or you will end up with a 'tide mark' around the outside of the cleaned area.

Leather Upholstery

- Any marks and dirt can be cleaned off with suitable aftercare leather cleaner. Lightly dampen a clean cloth in the solution and clean the leather in a circular motion, wipe dry with a clean cloth. Read instructions carefully on any leather sealant or feeds; they can damage the surface of the satinised leather used by car manufacturers.

Alloy Wheels



- Alloy wheels work in the harshest environment; cheap wheel cleaners often contain chemicals found in oven cleaners which will destroy the protective coating on your alloys. Quality wheel cleaner is designed to clean off baked-on brake dust and dirt without affecting the protective lacquer finish. As with all cleaning fluids take care to rinse off, especially if you have any on your disc brakes (test before driving off).
- Some after-care manufactures have on the market a product designed to give an extra layer of protection and is used after wheel cleaning. One application is usually enough to give protection for three months of average driving; it prevents build up of brake dust etc and makes interim cleaning very easy and simple. Just spray onto dry wheels and leave to dry, wiping off any excess.

With acknowledgement to Supaguard and other cleaning companies. 🌟



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Stop Press

from Adam Slaughter

Prescott Bike Festival at the well known Prescott Speed Hill Climb near Cheltenham will be supporting Severn Free Wheelers.

It includes opportunities for mere mortals (e.g. us ordinary bikers) to try out the famous course on our own bikes as well as watching racing stars.

The event will be held on Sunday the 10th April 2011 from 08:30 to 18:00.

There will be lots to see and do including:

- Racing Stars Run The Hill: John Reynolds (Suzuki) and Chris Walker (Norton) confirmed
- Not be missed race bikes including Capirossi's GP5
- Your chance to Run the famous Prescott Hill
- Custom & vintage displays
- Some really special classic cars

- Stunt Starz Stunt Team
- Live Bands (The Tantrics and Supanaut)
- Suzuki Off Road Experience
- Bike Safe and Advanced Motorcycle Groups
- Training Schools and Get On
- Owners Clubs
- Ducati Sporting
- Lots and lots of trade stands
- Dancing Girls
- Charity Auction
- Great food & beer
- Formula One Simulator
- Every motorcycle manufacturer will be there
- See the new 2011 bikes
- Not to be missed Charity Auction
- Helicopter Rides
- Track record holder runs the Hill
- All the proceeds going to Blood Bike charities

If you are going and would be able to spend some time there helping to support a Glos-RoADAR stand, please contact Adam Slaughter (see page 20).

The Committee:

(Click on underlined names to send e-mail)

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Police Liaison:

[Simon Ross](#)

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The committee members work on behalf of the whole group. They are always pleased to receive your comments and ideas on any subject. Please give your views (complimentary or otherwise) to any committee member and they will be relayed to, and discussed by, the relevant people.

The newsletter editor is always pleased to consider any articles for publication, which may be of interest to the group. Most document formats can be handled, and email is usually the easiest and quickest way of sending text (and photos). If using a document editing program such as Microsoft Word, please do not embed digital photos, but send them separately, preferably as an exact copy of the camera original without any reduction in resolution (as sometimes offered by email programs). Closing dates for items for publication are the end of the month prior to publication, i.e. end of February, May, August & November.

The views and opinions expressed in this newsletter are not necessarily those of the editor, the committee, the RoADAR Gloucestershire Group, or RoSPA. Neither the editor, the group or RoSPA accept any legal responsibility for any of the contents published.

Group website: www.glos-roadar.org.uk