

Dorset IAM RoadSmart



November Newsletter - 2020 (edition 67)

Lockdown 2.0

Before I start with my random thoughts / excuse for an editorial, we now have a time and date for the Group's AGM - see the final page of the newsletter for details.

The AGM will be held online, so you just need a computer and an internet connection to join. A webcam (with built in microphone) will enable you to participate. For those who are not fully up to speed with video conferencing, you can dial on from a telephone. This will be the first time the Group will have tried to carry out an AGM online so we hope that you forgive any minor glitches we have. We would kindly ask that if you aren't speaking then you mute your line (you can do this yourself) in order to minimise disruption with background noise.

You will be able to join the AGM up to 15 minute early. You can attend via a Windows PC or Apple Mac, or even using the Cisco Webex app which is available for both iOS (iPhone) and Android devices. Please ensure you give yourself plenty of time, and don't try and join with just seconds before the start.

In order to give us a view of how many may attend, we would ask that you email agm2020@dorsetiam.org.uk - this will also enable us to send out the necessary paperwork which will be referenced during the AGM.

I am sure that most of us hoped it wouldn't come to a second lockdown, but here we are. I know there are people out there who believe that wearing masks are pointless, and that the entire COVID situation is made out to be much worse so that the Government can place us all under 'unnecessary' restrictions.

That said, it is time for us all to pull together and work through this as one. It can't be easy making decisions for what the nation should do. Everything is always a balance of right and wrong, ifs and buts.

Ideally we need to the nation working (as much as possible), and in order to do so that means keeping schools open, so that more people can work. However, the otherside side of the coin is that children, while less likely to be directly affected are still just as able to transport the virus between school and home.

I can sit at home in my little bubble, only needing to go out to go shopping (I don't do home deliveries, leaving those slots for those in greater need than me!) and exercise. I had been running and cycling in the groups of up to six people (most weeks it was the same people - so my exposure to 3rd parties was pretty controlled.



As the thought of Winter draws closer, along with the less than ideal weather I've had to re-think my cycling exploits. Cycling alone for 5 hours around Dorset might be quite pleasant in the summer (but is certainly better with company), but definately doesn't have the same appeal to me (at least) when it is colder, wetter and windier! Yes, I admit it, I am a fair weather cyclist. Sure many of the IAM members are in their own ways too. Who owns a classic car and only takes it out during the summer? Or who owns a motorbike and doesn't fancy the hassle of cleaning all the winter debris off it?

As I result, I've now repurposed my first proper road bike, which I bought secondhand for £50 when I was a student in Portsmouth. Fitted with a special 'turbo-trainer' rear tyre, I have it mounted on a basic turbo trainer unit. A turbo trainer for those not familiar with the term is a essentially a resistance cylinder

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which presses against the wheel (which is lifted off the ground). In many ways you could say it is similar to that of an exercise bike in a gym.

With a bit of technology the set up can be linked up with the internet, and connected to a TV. This enables me to cycle with a group while harnessing the power of the internet. It isn't quite like the real thing, I at least won't be getting cold fingers and toes! The system I have opted to use is called Zwift and has a monthly membership subscription model. This means I can sign up and use it over the winter months, but when the summer returns, I can put my account on hold while I can make the most of the summer weather.



I was quite surprised that no one has contacted me about their electric car experiences. So that leaves with 2 possible options: (i) no one actually reads these newsletters, or (ii) everyone in the Dorset IAM Group is still motoring along powered by fossil fuels.

Hope to see some of you virtually at the AGM. Remember that only fully paid up members of the Institute and local Group are allowed to vote to the AGM, so if your membership has lapsed you don't have long!

Stay Alert, Control The Virus, Save Lives

Matt Ames
Newsletter Editor

Survey highlights strong support for ban on cyclists wearing headphones from the IAM RoadSmart Newsroom

The UK's largest independent road safety charity, IAM RoadSmart, is highlighting the findings from a recent survey which revealed that the majority of road users from around the world support banning people from wearing headphones while cycling and is calling for urgent debate on this important issue while changes to the Highway Code are being considered.

In the survey, conducted across 32 countries by the E-Survey of Road Users' Attitudes (ESRA), two-thirds (65.8 per cent) of the 35,000 respondents internationally were in support of introducing a ban on cyclists wearing headphones. Support was a little higher in the UK where 68.2 per cent of people said that they were in favour of the ban.

Across Europe, support for the ban on cyclists wearing headphones varied. Spain felt most strongly about the introduction of the policy with nearly 80 per cent of all road users surveyed in that country voting in its favour. Finland however felt least strongly, with only one in three (36 per cent) believing the ban would be a good move. In Germany and Hungary, support for the ban was at similar levels to those in the UK at 69.8 per cent and 69.9 per cent respectively.

The European average was 66.5 per cent in support of the ban, with even cycle-loving Holland and Denmark showing small majorities in favour of new controls. This was matched in countries further afield, with most respondents supporting the ban on cyclists wearing headphones across North America, Asia and Africa.

Internationally, female road users were more in favour than males of a ban on headphones or earbuds while cycling, and this was true across all of the continents surveyed: Asia (80 per cent), Europe (69 per cent), Africa (83 per cent) and North America (62 per cent).

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Unsurprisingly, those aged 18 to 24 were most against the introduction of any controls on their personal listening habits and internationally an average of only 53.5 per cent of this age group supported the ban. In Europe, support among young people was markedly lower at just four in ten (44.1 per cent) of 18 to 24-year-olds believing the ban would be a good idea.

Neil Greig, Policy and Research Director at IAM RoadSmart, said: "It's clear that the majority of road users are very concerned about distracted cyclists wearing headphones or earbuds while riding. These findings were consistent right across the world in this substantial survey.

"Being plugged in to either headphones or earbuds is the ultimate distraction, as it completely shuts you off to your surroundings, creating a potential road safety risk to yourself, pedestrians and other road users around you. This is even more critical with the popularity and increasing prevalence of noise-cancelling equipment.

"There are plans to update the Highway Code being discussed as we speak, so now is a great time to have an informed debate about the best way for cyclists to avoid potentially fatal distractions."

UK drivers and motorcyclists unconvinced by proposed new Highway Code fearing more conflict with cyclists and pedestrians

from the IAM RoadSmart Newsroom

A recent survey has discovered that the majority of road users aren't in favour of many of the Department for Transport's proposed changes to the Highway Code which have been designed to improve road safety for cyclists, pedestrians and horse riders, believing that the changes will instead increase conflict and potentially reduce the safety of the vulnerable road users they are intended to protect.

In the survey, conducted by the UK's largest road safety charity IAM RoadSmart, 71 per cent of drivers and motorcyclists believe the new proposal to give pedestrians priority when turning into and out of junctions, for example, will increase conflict rather than reducing it, with more than half (57 per cent) thinking this will be a significant issue.

Of the 3,600 web poll respondents, 74 per cent believe that children should be allowed to cycle on the pavement, but only 23 per cent feel that cyclists in general should have the same rights.

Almost three quarters (73 per cent) think that the new Highway Code should make it compulsory for cyclists to wear a helmet, in contrast to the proposed Code itself which, while restating the evidence that wearing a cycle helmet reduces the risk of sustaining a head injury in certain circumstances, stops short of making them compulsory.

Meanwhile, 71 per cent of people agree with the general concept that drivers and riders should give motorcyclists, cyclists, horse riders, horse drawn vehicles and pedestrians walking in the road at least as much room as they would when overtaking a car.

On the new Code's most controversial suggestions - to establish a hierarchy of road users, where those in charge of the vehicles that can cause the greatest harm should bear the greatest responsibility to take care - the majority (56 per cent) agree that this is the right way forward, but 26 per cent are against and almost one in five (19 per cent) are still to be convinced either way.

The new Code doesn't suggest any obligation on cyclists to use cycle lanes or tracks when they are present, and a resounding 80 per cent of IAM RoadSmart's poll respondents believe this is a mistake.

However, some of the proposed changes were met with widespread support, with 63 per cent of those

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surveyed agreeing with the new advice that when riding a bike on busy roads, when vehicles are moving faster than them, cyclists should move over and allow traffic to overtake them. There is also strong support for every proposal that contains clear guidelines on passing distances, with 78 per cent in favour of the one and a half-metre gap between cyclist and vehicle travelling below 30mph, with a two-metre gap when above 30mph.

And 90 per cent agree with the new Code's advice that drivers and motorcyclists should give horse riders at least two metres' space and pass at speeds under 15 mph.

Finally, just over half (57 per cent) agree with the new proposal to include the 'Dutch Reach' in the Highway Code. This is a technique which advises motorists leaving their vehicles to do so by using their left hand to operate the door handle, allowing the driver to naturally twist their body, making it easier to look over their shoulder and check for cyclists or other road users approaching.

Neil Greig, Policy and Research Director at IAM RoadSmart, said: "Regardless of what changes are introduced, it is clear there will be a need for a huge education campaign to ensure any amendments to the Highway Code are understood and fully adopted by the millions of existing UK drivers, motorcyclists and road users. At IAM RoadSmart we believe an online resource to help with this re-education in an engaging way would be helpful.

"The simple truth is that most of us don't read the Highway Code unless we drive or ride professionally, or are about to take a test. The Department for Transport needs to be realistic about the impact simply changing a seldom read document will have on the behavior and safety of road users."

Random Car Trivia

Aston Martin

1. What year did Aston Martin win the French Grand Prix and claim its first motorsport success?
2. What do the initials DB (eg DB11) stand for?
3. The Aston Martin DBX is the first SUV from the brand, what is its 0-62mph?

BMW

4. What does BMW stand for?
5. What year did BMW build their first electric car, the BMW 1602e?
6. The BMW head office building in Munich was designed to look like what?

Ferrari

7. Where is the Ferrari Factory and Museum?
8. What is the name of the private racetrack owned by Ferrari?
9. What was the last car to be signed off by Enzo Ferrari himself?

Jaguar

10. What type of feathers are used to brush the jaguars before they are painted to make sure they don't attract dust?
11. How many driving bans did Steve McQueen get when he owned his rare XKSS model?
12. How many miles can the electric SUV Jaguar I-PACE do on a full charge?
What did the company manufacture before they began to make automobiles?

Land Rover

13. On what beach did Maurice Wilks sketch the shape for the original Land Rover in the sand?
14. Where was the steering wheel of the first Land Rover?
15. How many bond films have featured a Land Rover so far?

Answers in the next newsletter - or email me your answers.

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Dorset Group of Advanced Motorists (Registered Charity Number: 1050941)

Secretary: Jane Percy, 32 Sweet Hill Lane, Southwell, Portland DT5 2DT
Phone: 01305 820963
E-mail: secretary@dorsetiam.org.uk

NOTICE IS HEREBY GIVEN by order of the Group Committee that the **ANNUAL GENERAL MEETING** of the DORSET GROUP OF ADVANCED MOTORISTS will be held at **7.00pm** on **Monday, 7th December 2020** join [ONLINE via Webex](#) or join by telephone 020-7660-8149 using access codes *1757918981# followed by 89987752#*

to enable the Trustees of the Group (registered charity number 1050941) to present their Annual Report and Accounts for the year ended 31st August 2020 for approval by the Group Members and to conduct an election.

All Members, Associates and Friends are invited to attend but only fully paid up Members of the Institute and of the Group may vote.

Register to attend:

In order to receive a copy of the Agenda, Previous Minutes and Group's Financial report, please email agm2020@dorsetiam.org.uk to register your attendance. Paperwork will be sent out a few days before the AGM.

Current Officers:

All Officers retire annually and may offer themselves for re-election

Ian Lingwood	Chairman	not offering to stand for re-election
Jane Percy	Secretary	offering to stand for re-election
Chris Ward	Treasurer	offering to stand for re-election

Group Trustees:

Matthew Ames	offering to stand for re-election
Philip Hughes	due for re-election 2021
Angela Clarke	due for re-election 2022

Offering to Stand:

Andy Temple	offering to stand as Chief Observer
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Positions Vacant:

Chairman
Public Relations
Events

Note: The total number of Trustees, including Officers, must not exceed twenty.

Dated: 16th November 2020