

Road tolling emerges from shadows

Another nail in the coffin for Britain's transport system

The Association of British Drivers reacted angrily to news that trials of electronic road tolling systems were to go ahead on the A61 in Leeds and on the M8 in Edinburgh. Julian Rowden, speaking on behalf of the ABD, accused the Deputy Prime Minister of betraying voters. "This is not the kind of treatment that the millions of voters in Middle England who turned to Labour at the last election were expecting. New Labour specifically rejected motorway tolls in its Manifesto", he said.

Recent studies by both the ABD and the Transport Research Laboratory suggest that motorway tolling would wipe out at a stroke the recently announced reduction in road fatalities for 1998 by diverting traffic onto slower, less safe roads.

The decision to go ahead with tolling "experiments" when British motorists are already suffering the most expensive fuel prices in Europe really is the last straw.

With the disaster of the M4 Bus Lane, and a virtual halt to all new road building, while 200,000 commuters a day suffer following the closure of the Circle Line, and reports that the upgrading of the West Coast Main Line are unlikely to be finished on time to take Richard Branson's new tilting trains, the country's transport policy is in complete disarray.

"What we are seeing is virtually an anti-transport policy," says ABD Chairman Brian Gregory. "This country depends on good, fast communications for our economic survival, and the consequences of this will be very serious indeed. It is no exaggeration to say that we are heading for chaos."

If this is what John Prescott means by an Integrated Transport Policy, then it is time for him to be replaced. Tony Blair really needs to get grip of the situation before his Deputy makes an even bigger mess.

WHO Report misused in new attack on cars

Three key points about particulates and health missed

Following misleading reports of "24,000 premature deaths" in the UK, a new World Health Organisation report finding "21,000 deaths" in Switzerland and neighbouring areas has been similarly misrepresented in the British media.

Headline reports on Radio 4 in June concerned a newly published report by the World Health Organisation on particulate pollution.

The statement that "Exhaust fumes are killing more people than road accidents and more must be done to curb them" is deeply misleading for three key reasons:

1. Particulate pollution is not a car problem.

According to UK government figures, only 26% of particulate emissions are down to

transport. Only 5% from petrol engine emissions, 2% from tyres and brakes but 19% from diesels and disproportionately from the heavy units in trucks, *buses* and *trains*. So all petrol cars could be removed from the road and it would not make any significant impact on this problem. The report does not claim any effects from petrol car related pollutants.

2. These "premature deaths" are only brought forward by a few days.

A similar report was produced in Britain, resulting in broadly similar numbers of alleged deaths. The ABD has analysed this report in detail, and all it does is to correlate the deaths of already sick and dying people with levels of air pollution, attempting to strip out weather related and other occupational or sociological factors. When you are dealing with the causes of death of up to 70% of the population, it is easy to get a large number from a very small percentage. The ABD will look at the WHO report in similar detail.

It is not reasonable to compare a road accident, which can rob a healthy person of seventy years of life, with something that might bring forward by a week the death of someone already dying of cardiovascular or respiratory disease.

3. The Particulate problem has been identified relatively recently and technology to reduce emissions is only now beginning to make an impact.

Transport related particulate emissions are due to fall by 60 - 80% from their early 1990s peak by 2010 due to technological solutions to clean up diesel exhausts. So it is not reasonable to say that extra measures are required to reduce emissions, suggesting by implication that they are not falling now.

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Tory Transport Policy gets off the Fence!

In William Hague's recent shadow cabinet reshuffle, John Redwood was put in charge of the environment and Bernard Jenkin was promoted to a full shadow cabinet position as Transport Spokesman. This augurs well, as it signals the rejection by the Conservatives of the ruinous subjugation of Transport Policy under the all powerful Environment brief.

The first fruits of this new team have just emerged - the Tories have begun to move away from their past mistakes and shown real courage in standing up for sense on transport. The fuel tax escalator is out, as are road tolls of any kind. Bypasses are to be built, and roads improved to overcome congestion. Speed limit cuts may be reversed and the motorway limit raised.

The ABD must continue to campaign fearlessly and with confidence for positive policies on Transport.

Redwood slams J2J

John Redwood, Opposition transport spokesman got off to a good start in his new role after the cabinet reshuffle according to the Daily Telegraph. He delivered a speech of "wall to wall venom laced with thudding jokes and hyperbole" attacking the "flailing, incoherent" Prescott.

Redwood said that JP is "the man they call Two Jags John outside this house" and summed up Labour transport policy as "clobber the motorist, bankrupt the haulier, invite in the foreign lorry and put a bus lane on the M4".

He had stats to show that the tube had become much less reliable since Labour came to power and claimed that ministers lost interest in reforming the underground "once they discovered there was no first class accommodation on the Tube".

**New address, tel. no. or email?
Make sure you tell us!**

Company cars "essential", admits Prescott

On the Children's Parliament pages of the BBC website, John Prescott was asked how the government could environmentally justify allowing company cars. These vehicles provide an "essential service" he insisted.

OK, JP, follow your words with actions: the providers of essential services need lower taxes and better roads for a start.

Political motives behind anti-car policy

The ABD has revealed numerous instances where anti-car campaigners have openly expressed the real reason for their attitudes. A Canadian government minister and a delegates at London and Kyoto conferences have all revealed that their motives have nothing to do with the environment but are purely political.

Now anarchist group, "Reclaim the Streets", has nailed its colours to the mast. This group, responsible for vandalising road surfaces, illegally blocking the public highway (how would they react if a land-owner blocked a public footpath?) and taking part in the riot in London on 18th June has on its web site, www.gn.apc.org/rts/evol.htm, the following statement:

"RTS's Attack on cars cannot be detached from a wider attack on capitalism itself." and

"The struggle for car-free space must not be separated from the struggle against global capitalism."

One wonders how long the authorities are going to remain in thrall to these self-styled, self-appointed destroyers of our society?

Birmingham councils split on workplace parking charges

Birmingham's "Integrated Transport Strategy" is descending into chaos, according to reports in the local press. Whilst most of the councils have eagerly put their hands up to participate in the early stages of trials of workplace charging, Solihull have indicated that they want nothing to do with them, and that car commuters are welcome there.

This comes hard on the heels of ludicrous discussions about how to implement workplace parking charges on those who work from home, totally exposing the sheer pretence of the position that these charges are anything to do with discouraging commuting.

You really couldn't make this up, but the real tragedy is that whilst this farce unfolds, real transport solutions are, of course, not being pursued.

Glenda Jackson reveals key fact about ITP Consultation responses

In answer to a recent Parliamentary question, Transport Minister Glenda Jackson revealed a very telling fact. Out of over 7300 responses to the original ITP Consultation (some of which were from ABD members) only 827, or 11%, recommended increased traffic calming and reduced speed limits.

This gives the Government absolutely no mandate whatever to include these measures as part of its transport policy. The fact that they have included something not mentioned by 89% of respondees makes one wonder how many other planks of transport policy were supported by similarly small minorities.

Did they take any notice of the consultation at all?

Poachers make the best gamekeepers?

A fascinating snippet was to be found in that bastion of political correctness Local Transport Today magazine (to be fair they have given the ABD a few mentions and some of their cartoons do poke fun at certain aspects of the ITP, so they are not all bad). It seems that they have had a few staff changes, and their production editor has left to join - wait for it - Autosport Magazine.

RAC Foundation rolling in money

Edmund King, the RAC's seemingly half sensible campaigns manager, has become the first Executive Director of the RAC Foundation, a new organisation hived off from the RAC to "protect the interests of the motorist".

This has been funded by a one-off endowment of £13 million. It remains to be seen if the RAC Foundation can do more with this than the ABD manages with no resources other than its members' subscriptions.

International News

Speed Doesn't Kill

The US-based National Coalition Against Speed Limits reports that a new Cato Institute study concludes that higher speed limits in most States since 1995 has "not led to a surge in deaths, but to the best highway safety record in history." The study, "Speed Doesn't Kill", examines fatalities and injuries in the first two years following Congress' December 1995 repeal of the national 55-mile-per-hour speed limit.

When contacting the ABD, always consult page 2 of OTR. These details are subject to frequent change.

The Association of British Drivers

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For contact details see:

www.abd.org.uk/contacts.htm

ITP Report

Most ABD members and their families will at least occasionally use buses and trains to get around as well as, of course, their cars. John Prescott states vehemently that his "Integrated Transport Policy" is not anti-car but is about improving collective transport systems; but how does this claim stand up in practice? Here is one member's experience.

Rail in Oxfordshire

I've just had a call from my wife Amanda who had to take the train from Bicester to Oxford today. There are *two* stations in Bicester (pop 29,000). I drove her to the station. We went first to Bicester Town - a God-forsaken windswept deserted hole at the back of a semi-derelict wasteland of an industrial estate. Far from the shiny brushed and polished Prescottian visions we're led to believe exist in the never-never land of efficient public transport under Labour.

We arrived at 0655, the next train was at 0745 - nearly an hour later. For those of you who are lucky enough to live nowhere near Oxgatsfordshire, home of the all-powerful dictat of the absolutist greeno-pinko council, Bicester is so close to Poxford as to be practically a suburb - so much for "integrated transport". In my naivety I thought there might be more than one train an hour and things like seats, timetables, staff - perhaps even a small cosy buffet serving warm bacon rolls and coffee at a price that would, perhaps, leave me change from a £10 note. Well hell, a man can dream, can't he?

There was nowhere to wait or even sit, and as it's miles from anywhere I wasn't prepared to leave Amanda on her own there, it really was a dive. So we drove through the new one way system, past the newly bus-ised shopping centre (lots of "To Let" boards all of a sudden) to Bicester North station. Far better, lots of people, waiting rooms and a train standing ready. Public transport heaven (i.e. the bare barrelscape-minimum of acceptable service is greeted with rejoicing and delight). I dropped Amanda and drove to work in Aylesbury 20 minutes and 4 gatsos away with a light heart thinking I'd done my bit to save the one-finned, single-parent, educationally disadvantaged whales.

She's just called to say that, of all things, there is no train service from Bicester North to Oxford, a mere 11 miles away. Oh no, you have to go to Bicester Town where there

should be signs stating the fact that "Although you are likely to get mugged or murdered waiting for one of the extremely infrequent toy trains from this hellhole of a station it's the only way to get to Poxford, so tough."

Not a single sign saying that what looks like a lump of vandalised and derelict set left over from "Clockwork Orange" is, in fact, the major transport link between Bicester and Poxford. As a result Amanda got a cab into Poxford - quick, clean and efficient and only a fraction more than the train fare, which of course, practically doubles if you want to travel before 0900.

The letter to Railtrack (for it is they that "manage" stations and infrastructure), penned in concentrated vitriol, is in the post. The sad thing is that they are set to make in excess of £400 million this year from dishing up this pitifully substandard "service" to the disempowered, captive, travelling public forced from their cars onto extortionately priced Collective Transport.

Economic collapse inevitable

The Problems with Public Transport

Patrick Carr puts the ITP into historical perspective and reaches a worrying conclusion.

There is no real history of public transport being anything other than a method for those who are unable to afford their own transport to get about. Even before the advent of the satanic automobile, people who could afford them had their own horses and carriages, leaving the working classes to walk or take the 'omnibus' where applicable. It is therefore unrealistic to expect people to share transport, or tolerate any of the massive inconveniences associated with public transportation, unless their financial circumstances prevent them from affording transport of their own. Perhaps the government's ridiculous taxation of motor vehicles is an attempt to ensure that more of us find ourselves in this category, but they are barking up the wrong tree.

First, they cannot expect anyone to take them seriously when, on the one hand, they scream at us to leave our cars at home and, at the same time, berate the (privatised) railway operators for providing a woefully inadequate service. British Rail was a national joke, but it seems like a dream compared to the nightmare those foolish enough to try rail travel endure now.

Second, everyone who earns above the minimum wage sees private transport as a right. Therefore, when the government makes it more expensive, employers are forced to compensate their workforces, the cost of living goes up, and so on. In reality nobody is forced out of their cars by taxation.

In the long term, though, this taxation is crippling our economy, as the recent protests by the lorry drivers have shown. They are being taxed out of business by the govern-

ment, and many are trying to re-register their trucks on the continent to reduce the taxes and remain competitive. How stupid is this?

If the government chooses to continue down this path, they are ensuring the long term collapse of the British economy. Britain will be completely unable to compete in the global marketplace when wages have to be so much higher in this country to allow people to pay for fuel, and food in shops (when Sainsbury's have to pay £000s in tax for each lorry - who is going to absorb the extra cost?). The cost of living here, and the cost of British made goods, will be unacceptably high.

Gatso Watch

Spotting unmarked cars

By popular demand we publish a revised version of Bernard Abrams' "Plodspotter's Guide"

A long list of cars and registrations, many of them off 'your' patch, is of restricted use (although local cars are worth memorising). This guide, however, will help members detect unmarked cars anywhere in the UK.

It is really very easy and with just a bit of practice they stand out like sore thumbs. With observational skills worthy of ABD members it's easier still!

1. Usually two up-front, usually big blokes, shiny silver shoulder bits.
2. Cars often performance variants of mainstream cars, e.g. Vectra/Mondeo V6, Volvo T5 or R, but some forces have performance cars e.g. the Met run M3s, Hants has Impreza Turbos, Special Units / CID run Cossies, while north of the border the feds drive sheds).
3. Cruising 5 - 10 mph below the limit until they spot a pull.
4. Three or more aerials.
5. Two rear-view mirrors on the windscreen.
6. Blues glinting in sunlight from behind front grille, or blue fog lights (!)
7. Funny looking rear parcel shelf and/or front sun visors (pray they don't do their party piece for you - this is where hidden blue lights pop up or out, apart from behind those behind the front grille).
8. No hubcaps (if car doesn't have alloys).
9. No dealer border on number plates or family stuff like window stickers etc.
10. Clean-ish car in bad weather when everybody else's is dirty.

Racal arms Big Brother

High tech. company Racal has supplied sixty digital speed cameras for the M25 according to unconfirmed reports. They went live in June and are positioned between the A3 and M40 junctions on the M25.

These cameras allegedly use no film and don't flash. They are linked directly to a computer that can issue 60,000 tickets an hour.



Parking suggestion

Sir - While I find OTR's coverage of most driving related issues excellent, I do find one rather important omission; namely parking provision and control.

Since the abolition of local authority rates, local councils have been desperately looking for a new 'cash cow' from which to extract unlimited amounts of cash to finance their notorious profligacy. London local councils, having been made responsible for parking law enforcement in their territories, are using parking fines as a new source of finance.

Ever since parking meters and traffic wardens were introduced by Ernest Marples, probably the most hated Minister of Transport ever, the state has used parking fines as a source of 'random taxation by ambush', the original 'poll tax on wheels'. The state has used the excuse that they are trying to prevent car owners from parking willy-nilly and blocking the streets by parking thoughtlessly. This is utter hogwash. The reason some streets are totally blocked by parked cars is because they are prevented from parking elsewhere; if every street permitted parking then parked cars would be evenly spaced out, without crowding into the few streets that at present allow unrestricted parking.

The argument that local councils use - that they introduce parking restrictions to prevent obstruction - is totally fallacious; if anyone does find themselves obstructed then surely it is up to them to issue a private prosecution for nuisance.

As well as providing the bloodsuckers of local government with a free pass to peoples' wallets, the parking enforcement industry also acts as an employment and welfare scheme for envious under-achievers. Anyone watching the recent BBC series 'The Clampers' cannot fail to have been shocked by the malice and spite exhibited by car clampers, both private sector and employed by local authorities. Their prime motivation seems to be resentment towards anyone who has got on in the world by their own efforts and owns a more expensive car than they would ever be able to own. Even drivers on low incomes whose livelihood depends on their car ownership do not escape; anyone who has seen the tearful pleas of the victims of the particularly brutal racket operated by

Speed Limits - How they are set and your Right to Object

The ABD has prepared an informative Action Pack which sets out in detail the process by which Local Authorities set speed limits, and the rights that every member of the public has to object to the imposition of new or reduced limits. The pack costs £5 to non-members, but is available free to members.

the wardens employed in the London borough of Southwark, unable to afford the release fees demanded by the enforcement company, cannot fail to be outraged.

Surely it cannot be beyond the capacity of some brave driver to appeal a parking fine all the way to the Court of Appeal, so that clamping and towing could be banned in England as it already is in Scotland? Has anyone else any thoughts on this matter?

Keith Ackermann, Essex

Workplace car park tax attacked

Once my blood pressure had settled I would like to know who proposed this lunacy - is their intention to increase the dole - queues? Furthermore I would question the legality of this - surely included in the National Non - Domestic Rates is an element for land owned by companies for the purpose of providing off - street parking thus eliminating a source of congestion.

Therefore how can there be taxes on taxes?

Everyone, including all my colleagues, is absolutely seething and would love to know what can tangibly be done to cut this stupid idea off at source. I would like to hear the opinion of a "legal eagle" on this matter

John Levick

Lorry protest news blackout

Sir - There seems to be a disgraceful conspiracy of silence over the lorry drivers protests. One wonders whether the papers are being leaned on by the Government, or whether the eco-nuts who seem to control the papers are imposing a kind of self censorship.

Reminds me of Serbian TV's refusal to report the anti war protests by soldiers and civilians in that country. Mustn't tell anyone that the peasants are revolting...it'll only encourage them.

Julian Rowden

What really kills?

Sir - Our local Bobby has published some interesting accident information: one third of all road deaths (maybe just occupants?) in Suffolk happen to the unrestrained (no seat belts).

So there is now a local 'belt up' campaign, which doesn't seem to have had as much publicity as 'Speed Kills' - funny that.

Michael Jeffreys

Bus Lane Fury

Sir - According to the papers the right hand lane of the M4 is now a bus lane. What a disgusting idea, closing off one third of the road for a mere 50 buses an hour (that was their figure, I would guess far lower).

To really rub peoples noses in it, taxis are also permitted to use this lane (despite being just about the least efficient mode of transport available). Even adding the 350 taxi's an hour that is still a pathetic amount of traffic for the lane to carry. To cause an extra five miles of traffic jams just for the few people travelling by bus or by taxi is madness.

With the average bus carrying nine people and the average taxi probably one passenger that means the right hand lane is carrying only 800 people an hour at the peak time of day. With the average car carrying 1.5 people in the rush hour I wonder how many extra people the road can carry when it is not sabotaged.

For a real kick, they paid £2m for this project and are hoping to cut bus and taxi journeys by ten minutes. So for a small minority they are saving time at the expense of the majority. For extra brownie points J2J claims that it could reduce accidents by 20%, but how this will happen only the fairies must know. A fast moving bus ploughing into the backs of slow moving cars does not bear thinking about.

Oh well, joy of joys, Prescott was late for the opening. It seems they waited for him. Maybe they should have just opened it without him to show him that for just about everybody being late for an appointment is not a serious proposition.

Keith Walker

Blair later showed Prescott what to do when late for an appointment! - Ed

Sir - I travel the M4 from London to Heathrow every day. The Government's bright idea of putting a bus lane from J3 to the elevated section has caused endless evening and morning chaos. It is a white elephant: one lane that is either empty or has endless empty cabs and buses speeding past the car park that is the other 2 lanes.

Martin Williams

Snippets from the email

After Mark McArthur-Christie reported his interview on local radio about Oxfordshire's "Operation Pride" 30mph blitz, one correspondent exploded:

Operation Pride.. haven't they got a nerve? Pride in what? Certainly nobody will be able to take any pride at all in driving well.

This should be Operation Shame, shame that our once proud Police force have been reduced to little more than highwaymen.

But you know what they say - "Pride comes before a fall", so perhaps it is appropriate, after all.

We must continue, because we know that what we are saying is not only right but obvious to anybody who spends five minutes thinking about what actually happens on the road.

It is frustrating that these media people are so brainwashed - I really think that they can't see the truth - after all, they have to have a little knowledge on so many issues.

The views expressed by correspondents are their own and do not necessarily represent ABD policy.

Kyoto lobby

On June 14th the ABD lobbied attendees at a conference called to consider the Kyoto accord at Chatham House, London. It was a day of surprises and none more so than the comments from delegates themselves. We managed to leaflet and lobby about half of the 150 delegates. Here is a sample of the comments we received:

1. "Your data (graphs showing clear link between solar activity and climate) is spot on. I know all about the work of Piers Corbyn, John Butler, Friis-Christensen and Lassen. I don't think there's a single environmentalist in here, they're all lawyers, accountants and administrators. It's not about global warming, it's about trade." [The names being those of scientists who have amassed data which debunks man-made global warming theory, whom we mentioned in our leaflets.]
2. "That's the killer punch" (DETR official!) - indicating the line in our leaflets which says that 96.5% of CO₂ emissions are from natural sources).
3. "Interesting" (Friends of the Earth delegate to the point that there is no CO₂ to temperature correlation as good as the solar activity to temperature correlation, and that temperature drives CO₂ levels not vice versa). Followed by, "I must contact Dr Butler". Sinister?
4. "You're right." (MIT Professor).
5. "We print this kind of thing all the time - it's quite right" (Delegate from the journal 'Ecologist').

Needless to say, those involved in the lobbying did come across some closed minds amongst the delegates, but it was quite amazing - eerie even - to be agreed with so often. One might ask, "what's going on?" but we all know exactly what's going on, it's just the nature of the individual con trick that changes.

Local radio

Mark McArthur-Christie, ABD Roads and Traffic Spokesman, reports on a busy week gaining valuable radio and press exposure.

Local radio is a powerful medium for getting to the people we need to influence - local politicians, Councils, the Police and of course, the 31 million members of the public who are listening. There is increasing interest in local motoring issues and the ABD is getting a hearing!

Tuesday: Radio Lincolnshire, talking about the TRL speed report. Extremely hostile questioning, but managed to get across the point that driving was too complex an activity to be reduced to the simplistic mantra "speed kills". Presenter seemed to come round by the end.

Spoke to Autocar's Ben Whitchurch on Tuesday as well about the TRL report. Ben is extremely pro-ABD and there should be something in next week's edition.

Got a call from Thames Valley FM (Oxon, Bucks and Berks) to appear for 3 minutes on the lunchtime 'phone-in prog. This is hosted by Bill Heine, who has a reputation for being extraordinarily difficult. Having said that, he was extraordinarily pleasant! This was about roadside emissions testing, but I steered it onto pollution from buses (which are exempt from the tests). After this, the producer came over the headphones and said "S**t, the switchboard's gone into meltdown, can you do five more minutes?" The callers (plenty of 'em) were all extremely anti the City Council and the Government's plans to tax us out of our cars onto public transport, and the three minute 'phone-in turned into half an hour.

Just had a call from Three Counties Radio (Bucks, Herts and Beds) who have picked up the PR that went out this morning on the Audit Commission report, slamming PT as expensive, inadequate and unreliable (heard that somewhere before?). Apparently their drivetime show is hosted by Timmy Mallett

so it should be an interesting experience. A five minute live on the Drivetime show at 1745.

To summarise, in the last couple of weeks, as the ABD's Roads and Traffic Spokesman, I've spoken on nine different programmes and we've had around 1.5 hours' airtime. Subjects have ranged from traffic calming, the environment, 20mph speed limits, Operation Pride (Oxfordshire's 30mph enforcement campaign), driver training and tax - along with a host of other topics. The programmes have varied between standard five minute interviews to half-hour public 'phone-ins. The 'phone-ins have all seen a great deal of positive comment from listeners.

We've had a voice on radio stations in areas as diverse as Wiltshire, Shropshire, Thames Valley, Hertfordshire, Bedfordshire, Lincolnshire and Buckinghamshire.

Reading the above you might well think the ABD has a full-time press officer. So it is worth mentioning that Mark, like most of the active ABD members, has a full-time "proper" job. The ABD urgently needs more of its members to contribute actively to the campaigning effort. Mark continues with some advice:

It's important to balance the needs of the station with the needs of the ABD - we want airtime, they want good radio. So putting the positive point of view is vital, not simply complaining about how dreadful things are for drivers. It's far better to set us up as a group that knows where the problems are and has innovative ideas for solving them.

Thorough preparation is vital - I reckon to spend 15 minutes preparing for every minute speaking - but sometimes inspiration strikes on air. This can be downright dangerous as I discovered on a station in Thames Valley. Talking about speed, the presenter took issue with my view that drivers need to set their own limits in accordance with the road conditions, not just a posted speed limit. He disagreed so vehemently that



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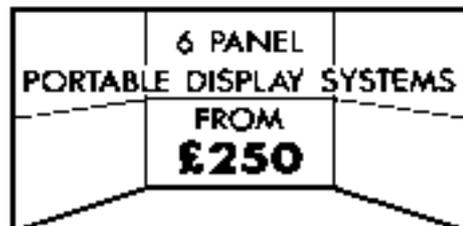
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I suggested he come out for a drive with me so that I could prove it to him - and he accepted - on air! I'm just about to pick up the 'phone to chase him up...

As the ABD gets greater media exposure there will be more and more scope for forging links with local radio and TV stations - and more chance to show people that we mean business.

Campaign etiquette

The ABD recently received a letter from a race track, complaining that somebody had been distributing leaflets without their permission. If you are handing out leaflets on private property could you please ensure that you are not going to upset anybody. They have let it go this time, but have said that in future we will be charged for undertaking such activities.

Coys, 2000

In an earlier edition of OTR it was announced that the ABD would have a stand at this year's Coys Historic Festival at Silverstone. Although we had a tremendous amount of support from our members, the organisers at Silverstone didn't let us know what was going on until the British Grand Prix was over. With less than three weeks to go we were told that the stand we would be allocated would be proportional to the number of tickets the ABD sold to its members (at a reduced rate). This meant that we would have to send out this edition of OTR with an application form, and all tickets would have to be ordered immediately, or we wouldn't get a stand. Even then it would mean us finding out the size of our stand (assuming we sold enough tickets) only days before the event. As a result we have had to accept that we couldn't arrange everything within possibly only 48 hours.

So it is with great regret that we have decided not to attend this event this year, but the decision has been taken that we will be at Coys next year. Full details will be published in OTR next spring...

Scottish Motor Festival

... Meanwhile we have arranged to be at the Royal Highland Centre near Edinburgh on October 2nd and 3rd, for the inaugural Scottish Motor Festival. If you can help on either of these days Richard Dredge would like to hear from you. (*Contact details, p2*)

Car clubs

Just before Christmas 1998 the ABD contacted 200 (mainly classic) car clubs to ask for a bit of coverage in their club magazines. The response was limited, and we know that the best way of getting coverage in the press is by reflecting the views of the readership. If you are a member of a car club would you please consider writing to the editor of the club magazine with a bit of info about us. Just say that you've recently joined

the ABD, and are surprised that the club in question hasn't given the ABD any coverage - which they so richly deserve of course! Make sure you include contact details - which have changed recently (see page 2), as well as our web-site address.

Pro-Motor News

AGM

The Annual General Meeting of Pro-Motor and the 37th meeting of the Association of British Drivers took place on 5th June.



ABD local organisation

The new regional structure is taking shape quite nicely, but we are still looking for more people to get involved. Unsurprisingly some members are keen to help but feel they don't have the time. We have a member in Manchester and another in Norwich who are keen to run their areas as partnerships - so if you would like to be the other half of a regional representative team in either of these areas please get in touch with Richard Dredge through the channels listed on page 2 of OTR.

Web sites

Like minded bikers

It's not a motor *car* related site, but the Motorcycle Action Group (MAG) seem to have very similar aims in a lot of ways to the ABD. Find them at:

<http://dredd.meng.ucl.ac.uk/www/mag/MAG.HTML>

Media information

An excellent web-site is to be found at:

<http://www.mediauk.com>

If you want to complain about this or anything else you see in the media have a look at this web-site. It contains all the contact information you're likely to need.

Keep up with the DETR's latest plans to cause you delay, frustration and pain in the pocket at their web site:

<http://www.nds.coi.gov.uk/coi/coipress.nsf>

Watch out for this BBC web site. Twice recently they have had car-related issues to vote on:

http://news1.thdo.bbc.co.uk/hi/english/talking_point

The Last Laugh

Do your bit: drive

Government propaganda tells us it's "better for the environment" to cycle rather than drive, but is it? The following calculation shows that four cyclists would be more "environmentally sound" re. orthodox man-made global warming theory if they car-shared for their journey to work each day.

If you're not hot on A-level chemistry just look to the bottom line! If you are hot to trot, go through it and check for mistakes!

Cycling: assume 4 adults cycle 5 miles to work at an average speed of 8mph, time taken 38mins (0.63 hour).

Exercise breathing rate: 6 cubic metres / hr, so cyclists exhale $4 \times 6 \times 0.63 = 15.1$ cubic metres air.

Exhaled air contains 4% carbon dioxide (CO₂) and 1 cubic metre exhaled air contains 73.3g CO₂.

So the amount of CO₂ exhaled by the four cyclists is $15.1 \times 73.3 = 1108$ g.

Driving: Four adults travel by car-share, travelling 5 miles at average 22mph, 40mpg, time taken 14 m (0.23hour).

At rest adult breathing rate is 0.4 cubic metres per hour.

So four adults in car exhale $4 \times 0.4 \times 0.23$ cubic metres air = 0.37 cubic metres air.

0.37 cubic metres exhaled air, 4% carbon dioxide, contains $0.37 \times 73.3 = 27$ g CO₂.

The car exhaust emits 215g CO₂ per mile, so CO₂ emitted is $5 \times 215 = 1075$ g.

Total CO₂ emitted by car and 4 seated adults is $1075 + 27 = 1102$ g.

Summary:

Cycling total = 1108g CO₂.

Driving total = 1102g CO₂.

Hey Prescott, a result! If carbon dioxide emissions had any real significance, that is...

Wise words

The bumper sticker of the month, seen by a sharp-eyed member read: "Don't steal! The Government hates competition."

Learning

According to The Times, 7th June 1999, "Ministers have been impressed by French successes in greatly reducing traffic when roads are shut." Who said our politicians couldn't understand complex issues?

Congestion Buster

Siemens, the company providing the hardware for the motorway tolling trials, is partly responsible for a certain amount of congestion in the Passport Office. The computers they supplied, according to reports on Radio 4, have tripled the time taken to process a passport. One wonders how Siemens will improve congestion on the roads.