

ABD stand attracts 1000s at Goodwood

The ABD took a stand at the Goodwood Festival of Speed during the weekend of 21st June. As well as being a fascinating and entertaining occasion, the event was successful in attracting new members, bringing the ABD to the attention of a wide audience (literally thousands of leaflets were handed out) and airing the many urgent issues. Details on page 4.

Festival highlights:

An incredible assembly of exotic machinery.

Visits from the police (yes, seriously!) for lengthy and amicable discussions.

Similarly lengthy discussions with county safety officers.

New friends and new members.

A lot of fabulous sights, sounds and laughs.



Welcome to new members

The Committee extends a warm welcome to the many new members who joined at Goodwood or as a result of the Top Gear Magazine and Performance Car articles.

BBC in unrelenting propaganda blitz

while Gummer abdicates responsibility for UK citizens' democratic rights

The BBC, once respected around the world for its impartial reporting, will be more familiar to readers recently for its dogmatic anti-car bias.

Yet its previous efforts paled into insignificance compared with the onslaught launched on 21st August 1996. In news items about John Gummer's proposals in the National Air Quality Strategy, the words "car ... pollution ... asthma" were repeated endlessly like some kind of mantra. Although the speakers were careful not to use the word "cause" there is no doubt that that was the impression given, and intended to be given.

The Today Programme staged a charade where Sue MacGregor played the part of an "interviewer" questioning a supposedly

independent "correspondent" about the proposals. In fact a series of leading questions were posed which gave the opportunity for the predictable tirade.

Even on the World at One, the normally objective and sharp Nick Clarke had clearly not equipped himself with the facts.

The PM programme started its report with ludicrous statements such as "We [the British] are in love with our cars; more so than anywhere else in Europe." He could not have been talking about France, Germany, Italy ... so where? And note the persistent insinuation that people go by car because they want to, rather than because they have got to get to work and it is the only way!

Next we heard "The number of cars is due to almost double in the next thirty years". Since even the Council for the Preservation of Rural England (CPRE) estimates growth from 21.5m to 31m by 2025. It is clear that either BBC staff are not very good at sums or they are guilty - with the rest of the biased, ignorant anti-car lobby - of gross exaggeration.

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Thought for the day

*"A new tyranny will begin
when the reds and blacks
are replaced by the greens."
- Nostradamus*

Issue 12, Autumn 1996

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New ABD site on the Worldwide Web:

<http://www.deltacom.co.uk/abd>

See back page for details

Revenue bonanza as M-way cameras catch 1,500 drivers

The Government is enjoying a revenue bonanza as the speed cameras on the M5 motorway near Bristol catch hundreds of motorists heading for the South-West - over 1,500 so far have received fines averaging over £100, as well as getting points on their licences. Some motorists have faced instant driving bans.

Eight cameras are positioned on this stretch (4 in each direction), where the new M49 interchange for South Wales is under construction.

Meanwhile, Somerset County Council is offering £250 rewards to anyone who can identify vandals who have damaged a number of camera sites in the County. Some have had paint sprayed over the lenses, while one has been dug up by a mechanical digger.

Edinburgh proposes extremist anti-car measures

The newly formed Unitary authority which took control of the Scottish capital after reorganisation this year wants to impose extremist measures to curtail freedom to own as well as to drive and park cars in the city. These could include:

- a **50p per night levy** on tourists' cars
- a **toll** payable on entering the city;
- an **£800 charge** on business car parking spaces;
- an additional non-domestic transport rate
- a **supplementary fuel tax** on petrol and diesel sales;
- a local sales tax with a special **levy on car sales**.

The city's Chamber of Commerce, worried about the future of its members' businesses, is opposing the plan.

BBC propaganda blitz

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It fell to Mr Gummer himself to add a note of balance: "It's about 10% of the traffic that does most of the damage," he said. "Having cleaner cars is more important than stopping people using them," he added.

However, the results of his actions will not be so moderate. Major's mal-administration is intent on delegating powers to town halls which will enable them to curb your freedom of movement.

With glee the BBC man announced that there would be a "Pollution patrol" of uniformed officers empowered to stop vehicles deemed environmentally dangerous.

town hall busy bodies will be able to deprive you of your freedom of movement at their whim

In practice this will mean that town hall busy bodies will be able to deprive you of your freedom of movement at their whim.

David Begg, Chairman of Edinburgh Council's Transportation Committee thinks drivers will have to be forced out of their vehicles as "it is naive to assume that all we have to do is improve public transport". Well at least he is honest about his totalitarian objectives, further details of which appear elsewhere in this issue.

So the future is grim, Mr Gummer naively thinks he is delegating power to stop the few really dirty vehicles. The local councils are relishing the prospect of being able to stop you using your car any time they wish.

Insurance companies to refuse cover to convicted drivers

Insurance companies are threatening to refuse cover, or only offer it on onerous terms for drivers convicted of offences which carry penalty points. The policy was first announced by Cornhill Insurance, and the AA have said that they will follow suit, in a move that smacks of collusion between the closed world of insurance companies (seeking greater profit), and Government (which sees another way of persecuting motorists).

The AA have said that drivers with nine points for speeding, for example, could be refused cover or required to pay penalty premium increases. Other insurance companies are likely to adopt similar policies in the near future.

Interestingly, a recent survey found that nearly one-third of all drivers in the Western Isles of Scotland have penalty points on their licences, compared to about one-fifth in Ilford, Essex, and only about one-tenth in Canterbury.

Northern Ireland has the best rate, at just over 4% of drivers, presumably because the RUC have more important things to do with their time than persecute motorists.

Expressways con.

John Watts, Minister for Railways and Roads, announced a new category of road, the "Expressway". The stated aim is that parts of the United Kingdom not served by the motorway network "will benefit from these excellent trunk road connections".

Unfortunately the announcement does not herald the planning and construction of a proper, strategic, national network of trunk roads, the need for which has been apparent to everyone except our ostrich-like planners and politicians for decades.

The idea is simply that existing roads of a good standard will be given a new name. Asked how this would help solve the dire need for safe and adequate roads, a DoT spokesman said, "Map makers will colour the roads differently and there will be changes in signposting." The Department does not think people know where the good roads are. (Seriously, the spokesman confirmed that this is their view.)

The recent Lucky Goldstar decision to invest in South Wales was attributed in part to the presence of good road connections. And Mr Watts' own press release acknowledges that locations "benefit from excellent trunk road connections". So when will all parts of the UK benefit from a decent transport system?

The Association of British Drivers

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For contact details see:
www.abd.org.uk/contacts.htm

Fleet managers want higher speed limit

A recent poll of company car fleet managers carried out by Lex revealed that many of them would like to see a much **higher speed limit** on motorways in this country.

The influential Lex Report entitled "Listening to the needs of Company Motorists" published findings showing that more than 47% of them would like to see a motorway limit of 75-85 mph, while more than 13% favour a limit of 90 mph or more.

Interestingly, the findings from a very cautious group of people (remember: they have to meet the insurance and repair budget) was based on the fact that motorways are so much safer than A and B roads, and so they want to encourage fleet drivers to use them where possible.

Lex Vehicle Leasing Manager Richard Koster said: "In Germany, certain stretches of road are deemed as safe to travel at higher speeds, so perhaps we should look at trialling a higher speed limit on certain sections of British motorways".

At the same time though, many fleet managers wanted wider use of speed cameras, although many qualified this by adding that they only favoured such a move if higher speed limits were introduced.

Chaos as M-way slip road closed

The M1/A1 junction, one of the country's busiest, has just been closed because it is unsafe and needs £2.5 million of strengthening work to make it secure.

Despite the massive subsidy to the public purse paid by motorists, work will not commence until funds are available in January.

Lawrie Haynes, Chief Executive of the Highways Agency has said that a further deterioration of our roads network is "inevitable", because of funding cuts.

The next major closure will be for testing on the M4 flyover near Chiswick, in the early part of next year, and is likely to be followed by 10 years of disruption.

Attack on offices of contractor

The Exeter offices of an engineering contractor involved with road improvements in Devon have been vandalised. Four people, said to be anti-road protestors, were arrested for smashing doors and windows.

Cycle demo in Trafalgar Square

Traffic at the hub if the Capital was brought to a standstill by the antics of the anarchic "Reclaim the Streets" organisation. Since the streets in question are part of the public road network, it is not clear on whose behalf they wish to reclaim them.

The ability to travel the length and breadth of the land on public highways is clearly one of the key rights in a free, democratic society. The withdrawal of this right would have a disastrous effect on the social and economic life of the nation, yet that will be the end result if these extremists have their way.

So it is of some concern that they are being handled with kid gloves by the authorities as they disrupt, obstruct and cause criminal damage. This is in marked contrast to the draconian penalties meted out to hard-working, tax-paying motorists on their way to work should they step out of line by so much as an inch.

Razor blades sent to Costain directors

Razor blades have been sent through the post to the homes of directors of Costain, a contractor on the Newbury bypass. This outrage, presumably perpetrated by anti-roads protestors, simply underlines the paucity of their argument.

Indeed they have no case whatsoever. Every one of their whinges - the environment, pollution, saving trees etc - can be demolished by rational argument. So they resort to these disgraceful tactics of intimidation.

Road deaths fall again in Germany

Road casualties continue to fall in Germany, and the death toll in March of this year of 581 deaths is not only the lowest figure since modern records began in 1953, but is a fall of 18% over the same month last year.

The same story is repeated in the UK, where deaths in 1994 were down to 3,650, compared to an average of 5,580 per annum in the early 1980s. Statistics show that a driver who covers 40,000 km per year stands a 1:8000 chance of being killed in a road accident. Drivers who cover that distance on motorways, however, are at much lower risk.

German luxury car tax hits sales

The German Motor Industry Association (the VDA) is lobbying the German Government hard, after sales of profitable luxury cars fell by nearly 10% during the first quarter of this year. The tax on company cars has been restructured to base it on the value of the car (as in the UK), rather than on the number of kilometres driven as before.

Many employees, who had previously opted for "fully loaded" prestige models are now choosing the cheaper and less profitable cars. The VDA says that the new tax, imposed by a Government desperate for tax revenue after reunification, is endangering thousands of jobs.

The fight for clean air

The first group of residents to organise themselves in London under the Government's new Air Quality legislation are trying to close down... the Bus Garage!

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Goodwood - The 1996 Festival of Speed

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Goodwood, the event ...

As planned, the ABD took a stand at the prestigious Festival of Speed, at Goodwood near Chichester. The event took place in the grounds of the Earl of March's home at Goodwood, and proved to be a successful weekend as well as a very enjoyable one.

All of those stalwart members who turned up for the event had an absolutely fabulous time. In fact at one point the sight of some wonderfully turned out vintage racing cars speeding "up the hill" brought tears of pleasure to the eyes of this writer. The event was extremely well organised and real pleasure to attend. What was so unique to this terrific event was how the ordinary petrol head could view at close range an extraordinary number of historic and modern racing cars, so many that one could easily suffer from sensory overload, watch them being fired up in the paddock and then raced in earnest against the clock.

The members...

Not only was the event itself thoroughly enjoyable but so was the coming together of many ABD members to meet at our marquee to socialise and to campaign to encourage other members of the public to join our ranks, which very many did.

Chairman Brian Gregory and his family drove over from their new home in Calais especially for the event, joined by most of the Committee. Best of all, though, was the fact that many members who have faithfully supported the ABD but have not been able to attend previous meetings were able to come and meet us.

The stand...

The tent was adorned by two fake speed cameras, kindly constructed by ABD member Dave Busson especially for the event. Life size, and in regulation battleship grey, they were at least as conspicuous as the real thing. Just to give passers-by the fright of their life, one of them actually flashed. The aim of course was to slow down speeding pedestrians to encourage them to speak to us.

We were armed with masses of literature and a very professional looking hoarding with photographs of Gatso cameras (both the well sited variety and those which appeared to serve no purpose other than revenue generation) and accompanying text. We spoke to hundreds of people during the three day event, and many visitors chose to add their voice to ours by joining us.

The main attraction...

We were prepared with plenty of display materials - posters, banners, a life-size highwayman etc. We swapped these items around to see which were most effective in drawing visitors. The star of the show proved to be Paul Hemingway's photographic presentation of three speed camera sites which he characterised as Good, Bad and Ugly.

The Good being a sensibly sited camera protecting a dangerous junction (but why is it not boldly marked, and why is it not apparently used?) The Bad being a blatant OCM (Orwellian Cash Machine) on a clear, open dual carriageway and the Ugly deliberately hidden behind a direction sign.

The full presentation can be seen on the Association's new worldwide web site at: <http://www.deltacom.co.uk/abd>.

The visitors...

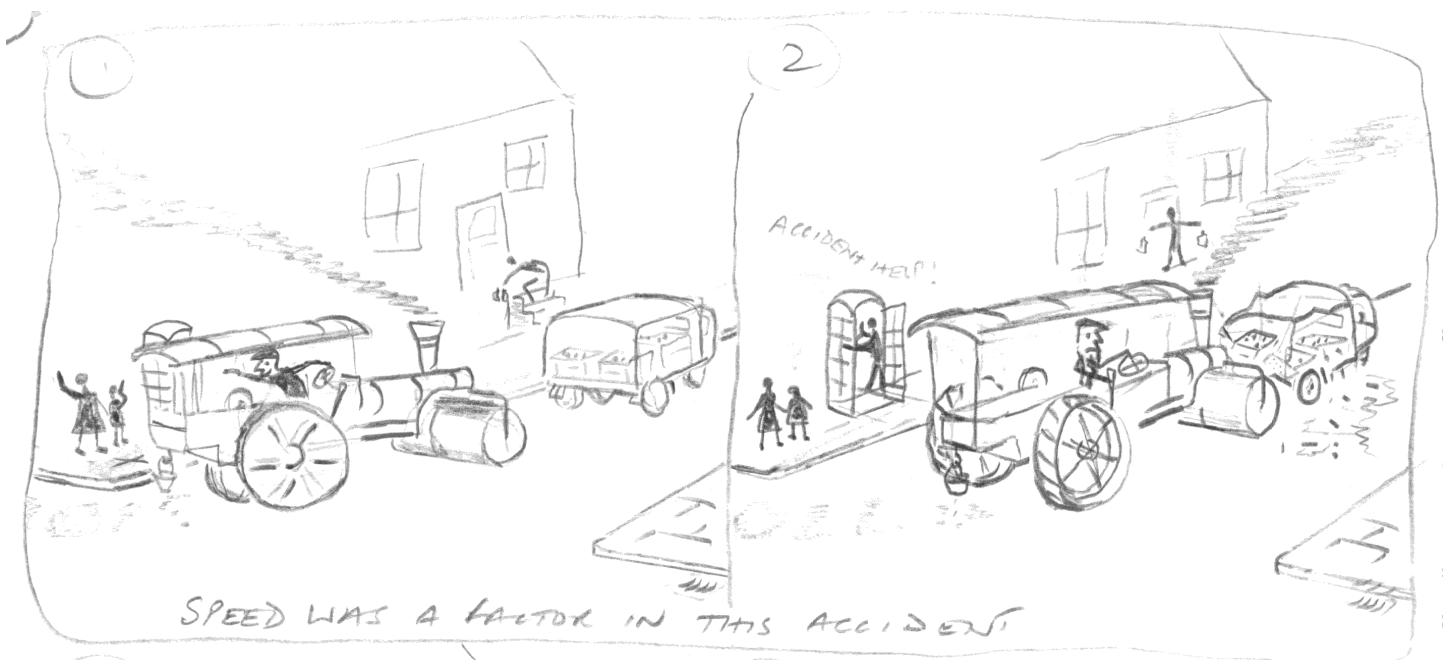
Our stand soon attracted the interest of Police and road safety officers, all but one of whom seemed quite at ease with our message - and our aim to be a voice for the responsible drivers of this country. One of the amusing comments was when two local motorcycle officers said they would join up if the Inspector wasn't looking. They hated Gatsos because they were always catching the rapid response vehicle!

For many ABD members it was their first involvement with an event of this type. One member said, "I was pleasantly surprised how well our arguments stood up. A huge confidence boost. These people have never before thought through their indoctrinated views because they have never before been challenged by reasoned argument." The most rewarding comment from a member of the public... "At last someone is doing something!"

Several members of other motoring organisations dropped by: the BMW and Mazda MX5 owners clubs, the TR Register and the British Motorcyclist Federation, with all of whom we found common cause. Some added ABD membership to their portfolios too.

The cars...

For the car enthusiast, the weekend proved a real treat. Unlike most events where "the public" are kept well away from the cars and the competitors, all were free to wander through the Paddock, and inspect the most wonderful - and valuable - cars from 1930s silver-line Mercedes racing cars and gleaming Bugattis to McLaren Formula One cars. Competitors had to force their way through excited crowds to get to the track, while marshalls blew loud whistles to clear a path.



Goodwood - The 1996 Festival of Speed

Also there were a selection of the most beautiful pre-first and second world war cars including rare Voisins, Maybachs, Bugattis, Chryslers, Rolls Royces, a Cord and Mercedes models, laid on by Cartier. Esquire magazine put on an exhibition of the latest super cars from Ferrari, Aston Martin, Jaguar (including both an XJ220 and a brand new XK8), Lamborghini, McLaren (the F1), and Porsche.

Right outside Goodwood House stood "Thrust" the jet-powered car which is to attempt to smash the world speed record. The list really is endless....

Thanks...

Thanks are owed particularly to Jonathan and Sue Newby-Robson, to Steve Dommett and Hugh Bladon for the hard work they put into staging our part of the event, including planning it, booking it, organising the tent and the props, putting it all up on the Thursday before the event and taking it all down again afterwards. All with the stalwart assistance of Brian Sealy-Clarke who saw the event through from beginning to end.

Thanks also to The Earl of March for allowing us to attend and to all of you who took the time and trouble to come and meet us.

...and see you next year

This was the biggest event that the Association has attended and it was a very great success. The Committee are resolved to be at Goodwood again in 1997. We hope you will be too!

Road safety officer admits: Cameras for raising £££

Amongst the many visitors to the ABD stand at Goodwood was a keen, young Road Safety Officer, clearly thoroughly indoctrinated with, and brainwashed by, the DoT's simplistic "Speed Kills" message - to which he was consequently dedicated, irrespective of minor little difficulties such as rigorous scientific examination of this issue contradicting this banal generalisation.

Although we did find some common ground on the issues of urban speed limits and driver training, he was not exactly pro-ABD.

His viewpoint was that British drivers are: (a) incompetent and (b) irresponsible. Therefore they should be treated as naughty children and chastised at every possible opportunity (never mind that British motorists achieve amongst the lowest overall accident statistics in the world).

Speed cameras are, of course, ideal for this indiscriminate punishment task (and make lots of lovely lolly, too!). The ABD display pointed out that a large proportion of these devices are so located that their only possible purpose could ever be revenue generation.

At this juncture our intrepid young public servant succeeded in lighting the blue touch-paper by saying: "So what if 90% of the cameras are only there to make money: if that makes drivers slow down it must be good"!

Unfortunately in a large proportion of cases it isn't good.

Cameras have a very localised influence:

there is no spillover "halo" effect from them as as there was with with the M1 motorway following-distance chevron experiment. Drivers only slow down where the camera sites are and speed up again away from them. Consequently should only be placed only where they are really needed, at *true* accident blackspots and at junction locations.

Indeed, inappropriately sited cameras can actually *cause* multiple shunts as described in the Summer 1996 issue of "On the Road".

Sadly, our concerns on this issue were further heightened by another Road Safety Engineer from the Avon area, who added fuel to the fire by confirming that the camera sites are frequently chosen by local authority, and not by qualified Road Safety, personnel - who consequently do not themselves agree with many of the chosen locations!

Spot the error:

"John Watts is Minister for Roads and Railways"

No doubt you spotted it immediately. Of course he is actually "Minister for Railways and Roads". Yes the boys with the train sets get first shout notwithstanding the fact that 94% of passenger miles are travelled by road and 92% of freight (by weight) travels by road.

It is all part of the not-so-subtle anti-car propaganda war being waged by bureaucrats and politicians. But let's be clear, Mr Watts, ROADS are the arteries of this country's economy and TRAFFIC is the blood. We need you to clear out some of the CLOTS that are obstructing the flow!

Thanks to ABD member, Dick Lewin for the cartoons in this issue.





“Traffic Calming” measures achieve the opposite effect

Sir - Traffic calming measures stem from the authorities' obsession that reducing speed is a universal panacea for road safety. They litter our streets with unnecessary hazards, destroying the visibility and manoeuvring space that are crucial to urban accident avoidance, whilst failing in their very aim of slowing speeding drivers.

We have 'chicanes' which actually attract boy racers onto housing estates, 'constrictions' which cause cyclists to swerve out in front of traffic whilst simultaneously removing the driver's avoidance options, 'gateways' which create lethal blind spots for those unfortunate enough to live near them, and mini roundabouts painted on the road that cannot be seen on dark, wet nights.

Even the dreaded speed humps mostly disappear into the suspension of a modern car at higher speeds, utterly defeating their object whilst slowing the fire engine that is coming to save your family from a burning house. The very largest ones bring traffic to a standstill - but they bring the noise and pollution of stop start motoring to formerly quiet roads.

But perhaps more compelling than all these arguments is the very name. Traffic CALMING! Every driver I talk to feels about as calm as John McEnroe after an altercation with a Wimbledon umpire when they have negotiated a road full of them. Perhaps they should call them Road Rage inducers.

Paul Hemingway

Speed limit logic

Sir - You seem to be suggesting that a 90mph dual carriage way limit would be acceptable. While certainly preferable to the current 70, it would be no more logical.

The essential point about speed limits is that they prescribe a single speed for a multitude of conditions. An appropriate speed is the product of the type, condition, and surface of the road, traffic density, position and type of pedestrians, weather, time of day or night, type and condition of vehicle and driver, and yet more factors. To set just one speed for all the situations generated by these factors makes no sense at all. What is the point of a limit which is virtually always much too high or absurdly low. It is almost universally unrecognised that all the above is especially true of urban areas, because the number and variation of factors is so much greater.

I know there is a faint hope that someone somewhere will raise the motorway limit; but no-one, in the foreseeable future, will repeal the 1935 act. (If they did, the psychological effect of sudden freedom might be unfortunate.) We must, however, keep

our minds on the truth and insist that the anti-car anti-joy lobby produces scientific and relevant evidence for their often arbitrary claims.

Lance K Green, Newport, Gwent

Sir - At last! Some like-minded people!

For some time I have hoped that someone would try to lobby the politicians and law makers of this country into taking a common-sense approach to British speed limits.

Some years ago I was booked by a motorcycle cop with a hand-held camera for doing 71 mph on a 60 zone on the A66 in Cumbria. The weather was bright and sunny, the traffic was light and the road was wide and gently curving with a good surface. Unfortunately I was fairly young with a sporty car and the copper had sore feet and his wife had forgotten his birthday...

Anyhow, I'm not too bitter about that now, but I am very concerned (as you are) about the widespread use of automatic cameras. After I was booked all those years ago, I remember being a bit shaken-up by the experience and driving ever-so-carefully to the speed limits for some time afterwards. The trouble with cameras is that you can be oblivious to the fact that you've been 'booked' and continue breaking the law not aware that your licence is in danger. A friend of mine had six points on his licence and, in the course of his job, got zapped by cameras twice in two days without knowing it. Result - loss of licence for a year and loss of job.

Paul Bolderson, Stockport, Cheshire

Drinks limit proposals

Sir - The proposed reduction of the blood alcohol limit to 50mg/100ml is yet another example of the ever tightening noose around the necks of British drivers, which the ABD was formed to fight. Whilst no-one would support the minority of drivers who inten-

tionally drink excessively before driving, the sheer injustice of the new proposal lies in the fact that many innocent drivers would be liable to be convicted, disqualified and permanently unemployed, as a result of driving to work in the morning, not realising or even suspecting that their blood contained residual alcohol above 50mg/100ml, as a result of a few drinks during the previous evening. Who wants Britain to become another Sweden?

Simon Butler, Leyland, Lancashire

Oil price mystery

In the space of about one week the price of Diesel fuel at the pump has risen twice, each time by 2p per litre, or 9p per gallon. No outcry from the motorist, and not a peep from the A.A. or R.A.C.

The price of crude oil used to be quoted in The Daily Telegraph each day under Commodities - now no more. On the BBC Business news at 05.45 in the morning there is a heading OIL - but no price. There seems to be a conspiracy of silence as regards letting the public compare crude price rises and falls with pump prices. I have tried to find out why this should be, but so far have failed to get any sensible answer - perhaps you or one of our members can do better.

Captain EG Walford, Bodmin, Cornwall

Snippets from the e-mail:

“Thank God someone has at last decided to stand up for those of us that actually enjoy driving.”

“Enforcing silly laws encourages bad driving.”

Views expressed in letters do not necessarily represent ABD policy.

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Safety and Speed Issues

Why enforcing bad limits destroys road safety

There was a very worrying letter in Autocar recently from a reader who claimed to have been caught by the M25 cameras even though no variable limit was in force at the time. He recalled the words of Dr Mawhinney who denied that cameras would be used on motorways.

Paul Hemingway explores the implications of this type of enforcement:

A few years ago you could be fairly sure that someone with a licence full of points was a bad driver. Travelling in the car with them was a heart in mouth experience as you wondered whether they would react to an obvious hazard before actually hitting it, so their accident record usually matched their points until they learned to drive properly, at which point the old green paper rapidly cleaned itself up.

How things have changed! Not only is the paper red, but safe, experienced, high mileage drivers who haven't troubled their insurance company in half a million miles are reduced to grovelling before the magistrates to keep their livelihoods as points and fines accumulate. Meanwhile, the bad drivers don't get troubled any more than they used to - if anything they have an easier life. The only explanation for this is that most of the so called speeding offences that are prosecuted make little sense in road safety terms - they result from the enforcement of bad limits.

British law enforcement was once renowned the world over for its fairness

British law enforcement was once renowned the world over for its fairness and reasonableness - so what has gone wrong? Why is it that when 95% of urban speed limits make good sense it is the 5% that don't that are most often enforced? Why is there always a police car hiding under the motorway bridge at eight o'clock on a bright June Sunday morning but never when some idiot is three feet from your rear bumper because you are 'only' doing 60 on a foggy November evening in rush hour?

There are some half sensible reasons. The police will actually admit that it can be dangerous to enforce speed limits at the very times that they are most necessary. Last year, somewhere in Yorkshire, a resident who was fed up with traffic speeds in his road took to standing there with a hair dryer and a yellow jacket, only to be told to stop by the Police because he was causing a hazard! When conditions are poor, the local Traffic Cars are most likely to be attending accidents and haven't time for enforcement.

But these factors have always existed. The change has been brought about by a legalistic mentality that has been allowed to sweep through our enforcement system unchecked, a mentality that elevates the letter of the law above any sense of judgement or

reason. This process has been catalysed by the introduction of speed cameras, devices which have made technology, rather than human judgement, the accuser in our society.

The main objective of many in our enforcement system is therefore to catch the most people in the shortest time. Because this kind of petty, small minded approach is unacceptable to right thinking individuals, the bureaucrats are obliged to misappropriate road safety in order to create propaganda to justify their position. Until now, the complacency of the motorist has made this childish simple - politicians, bureaucrats and anti-car campaigners have been allowed to get away with disgraceful manipulation of statistics, often going as far as blatantly lying, in the sure knowledge that their use of safety as emotional blackmail makes their arguments very difficult to challenge.

So where does that leave drivers? A recent survey showed that 70% ignore speed limits and concentrate on driving according to the prevailing conditions. This is the way it should be, and a key reason why British roads are safer than many in the world. Sensible safety policy would encourage this and try to make them better at it, but instead the authorities are determined to make us all slavishly stick to often arbitrary and inappropriate speed limits set by bureaucrats in their ivory towers.

The result is that everything that makes a driver safe is undermined.

Observation skills are dependant on practice and alertness. A driver forced to travel too slowly for the conditions will get neither, drifting into a stupor where his reactions are dulled, his mind wanders and he stops looking ahead for hazards, taking it for granted that the road is safe. He may even have to resort to the ultimate soporific - cruise control.

A good driver used to keep his mind on the job, but not any more. He drives from camera to camera, checking his speed before each one in a state of constant nervous tension.

Other traffic is the last thing on his mind, unless it is parked on the hard shoulder beyond a bridge or driven by two burly men in white shirts.

The anticipation skills that have experienced drivers ready and waiting for children running from behind ice cream vans and so slowing down into the hazard are replaced by a 'speed limit' mentality that wafts past at 30mph and protests its innocence as the child is mown down.

But, most of all, a good driver has additional training and keeps on learning throughout his driving career. However, that training is undermined by a need to pay lip service to speed limits. Few will listen to safety advice if it includes exhortations to abide by the 70mph limit on motorways - indeed motorway training is of very limited value unless it involves travelling at more realistic speeds at which the spread of hazards is very different.

Advanced skills should be the pinnacle of every driver's ambitions, but the current regime actively discourages drivers from attaining them. Such vital training teaches them to handle their car more safely and to 'read' road conditions more accurately, slowing down for hazards and speeding up where safe. This, as we have seen, makes them easy 'cannon fodder' for the enforcement brigade. Far from earning you the respect it should, an advanced qualification is likely to lose you your licence more quickly, so why bother?

It is unfortunate that some organisations and individuals who purport to promote safe driving and advanced roadcraft simply stand by and meekly acquiesce to every utterance from the politically correct road safety lobby. One wonders why they bother carrying on.

A perfect illustration

The above article is amply illustrated by a letter in September's Performance Car which records how a driver was stopped for doing 49mph on a straight dual carriageway with armco barriers and motorway-style lighting. It happened to have a 40 limit which was partly obscured.

This cannot be called "justice".

When the victim (on the description given he cannot be called an offender) protested, the police said they had a quota to fill.

This cannot be called "justice" and the victim has decided to take his case to court.

100s of camera sites plotted

New information on dozens of cameras has been received from Members and the public. Many of the newly plotted sites are shown on these pages. Thanks to all contributors for the care and accuracy with which they have compiled the data.

Special notices

Note that the Gatso camera at the start of the **M4 elevated section eastbound** has been replaced after its disappearance during roadworks.

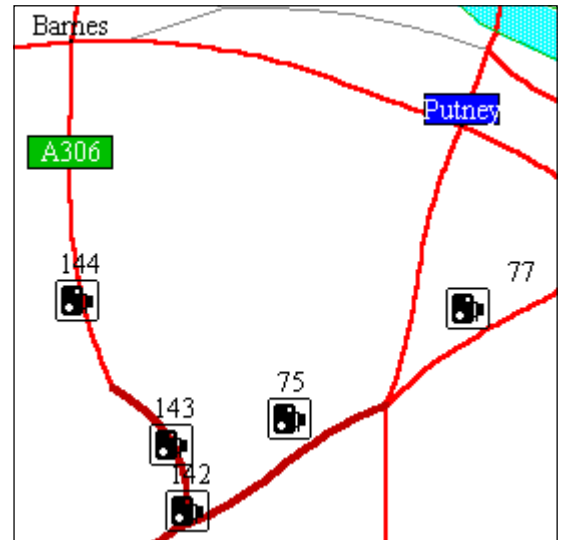
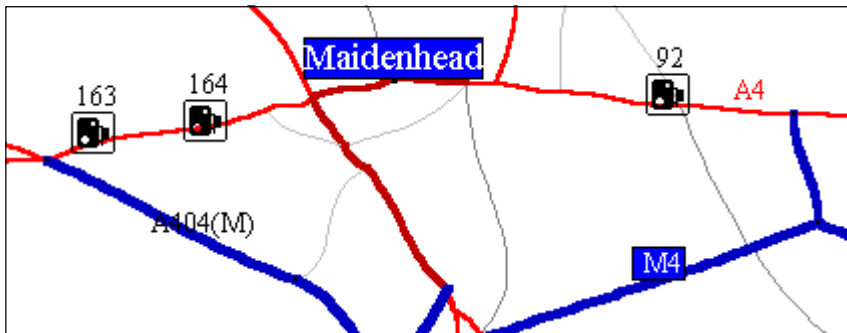
Urgent: M5 Northbound near Bristol. The last issue included a map of cameras on the M5 near Avonmouth/Bristol. Those cameras were related to road works. There is now, in addition, a camera which looks ominously permanent, just north of the roadworks stretch.

Contributing to Gatso watch

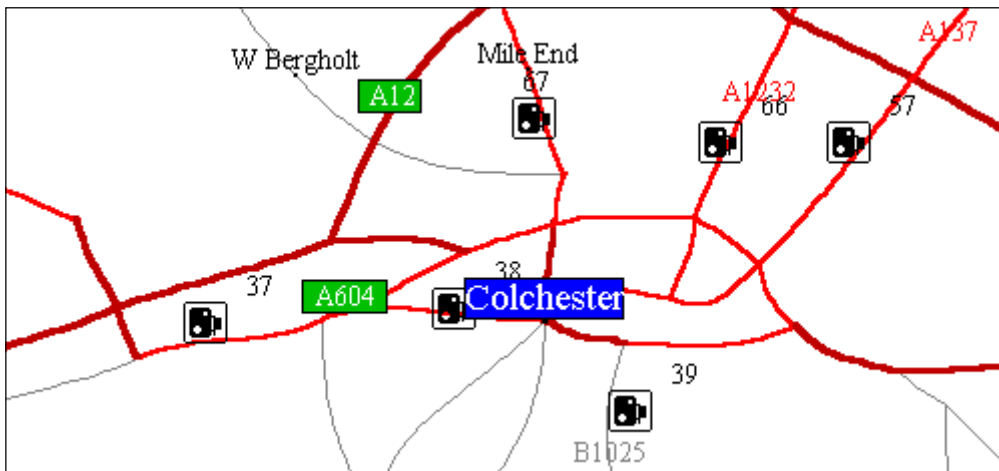
All members should report the location of camera sites known to them. Use copies of the form printed on a later page, noting all appropriate details such as Town, Road name and a six-figure OS map reference if at all possible. Remember, the scheme depends on **you!**

If you have access to a computer and could supply the information on disc, please telephone the Editor and ask for a template file.

Don't forget, we are concentrating on motorway, trunk roads and other main roads.



Ref	County	Town	Road Direction	Location	OS Map Ref	Limit
75	London	Putney Heath	A3	E before A219 underpass		40
77	London	Wandsworth	A3	NE		30
92			A4	E Junction (Traffic Light Camera)	SU917809	0
142	London	Putney Heath	A3	E/R? ... central reservation	TQ228732	40
143	London	Putney Heath	A306	N&S ... half way up hill on each pavement	TQ226735	30
144	London	Roehampton	A306	N central reservation, junction at hospital gates	TQ222743	30
163	Berkshire	Maidenhead	A4	R centre of road on island	SU866806	40
164	Berkshire	Maidenhead	A4	E&W ... 0.75m from A423M roundabout	SU876807	30



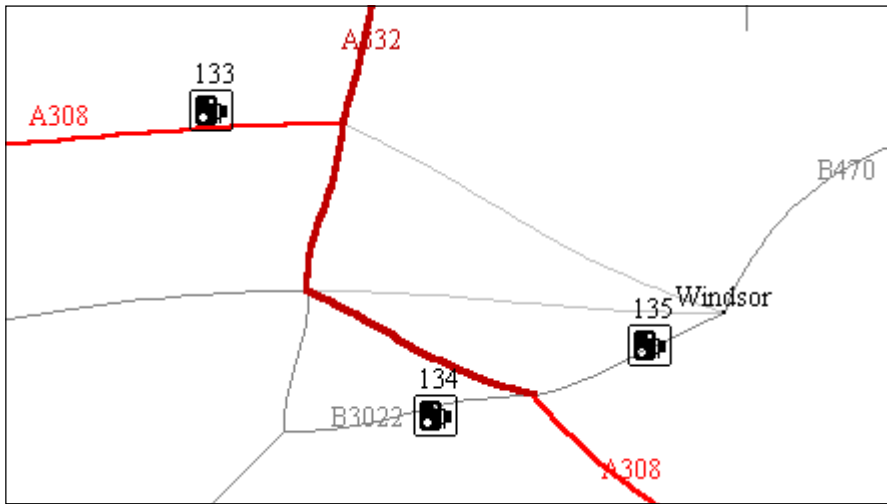
Disclaimer

This information is provided in good faith. However the ABD can accept no liability for errors or omissions.

Maps produced in Microsoft Autoroute Plus © 1988-1995 Microsoft Corporation, Maps © Ordnance Survey 1994

Ref	County	Town	Road Direction	Location	OS Map Ref	Limit
37	Essex	Colchester	A604	E Beyond the two mini-roundabouts	TL954248	30
38	Essex	Colchester		W 100yd before Norman Way	982 249	30
39	Essex	Colchester	B1025	N After a left-hand bend in a dip.	TM002238	30
66	Essex	Colchester	A1232	S 0.5m before roundabout with inner ring road	TM012268	40
67	Essex	Colchester	A134	N Where road is wide and safe	TL991271	30
57	Essex	Colchester	A137	N N of The Flying Fox pub		30

ABD Gatso Watch

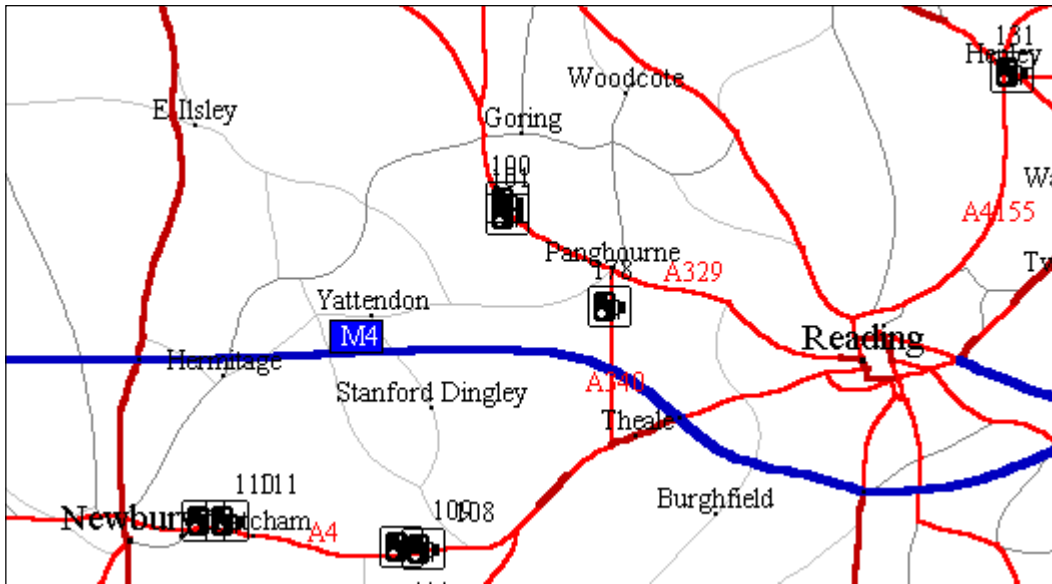


Unmarked cars

The following unmarked patrol cars have been reported:

- M4 Wilts-Berks, July, Vauxhall Omega, maroon, N640 NBD
- M40 Oxon, August, Mondeo 4dr, dark blue met. M387 CEW

Ref	County	Town	Road	Direction	Location	OS Map Ref	Limit
133	Berkshire	Windsor	A308	R	not far outside 30 limit	948771	40
134	Berkshire	Windsor	B3022	E	at St Agnes Church	956756	30
135	Berkshire	Windsor	B3022	S	approaching Household Cavalry	963759	30



Map Quality
The editor regrets that the quality of the printed maps is not higher. This is due to technical limitations. Improvements will be effected as soon as possible.

Maps produced in Microsoft Autoroute Plus © 1988-1995
Microsoft Corporation, Maps © Ordnance Survey 1994

Ref	County	Town	Road	Direction	Location	OS Map Ref	Limit
100		Lower Basildon	A329	SE	Just before Crown pub	SU608790	40
101		Lower Basildon	A329	NW	Just after left turn, hidden by hedge	SU609787	40
108		Woolhampton	A4	W	On entering village. No warning	SU570666	40
109		Woolhampton	A4	E	On entering village. no warning	SU562666	40
110		Thatcham	A4	W	Nr big roundabout on leaving village	SU498675	30
111		Thatcham	A4	E	Just after a left turn to Cold Ash	SU505675	30
178	Berkshire	Tidmarsh	A340	N&S	In village	SU635748	40

CAUTION: Why the ABD publishes Gatso Watch

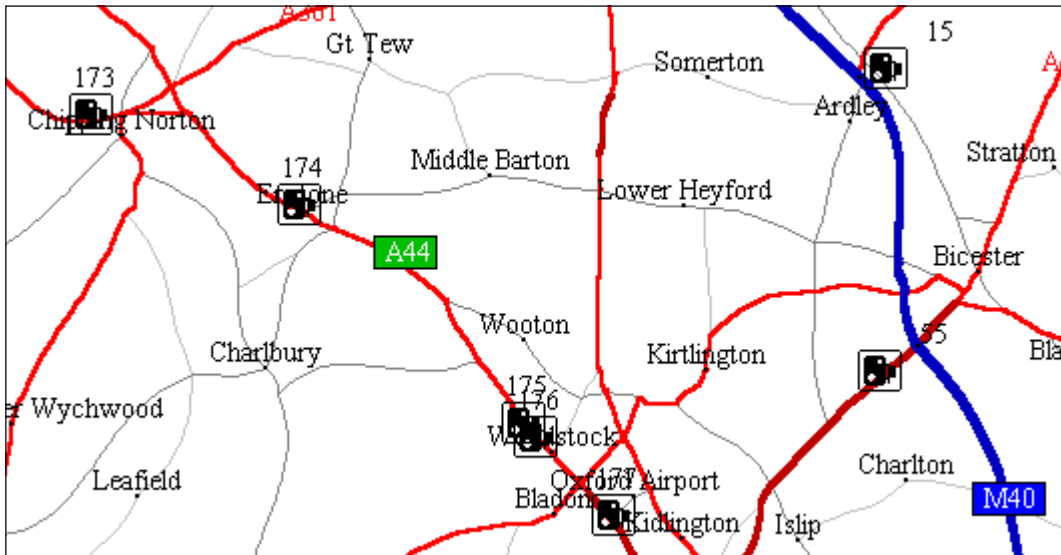
Members will not need reminding, but "On the Road" is obliged, for other reasons, to mention that:

- The ABD does not condone the abuse of speed.
- Drivers should travel at a speed safe for the conditions and with due regard to hazards such as schools.

- Drivers should be able to stop within the distance they can see.
- Drivers should observe the two-second rule.

However, the ABD deplores the abuse of Gatsos and other devices. That is, where they are deployed in locations where the speed limit is unrealistically low.

ABD Gatso Watch



Important:

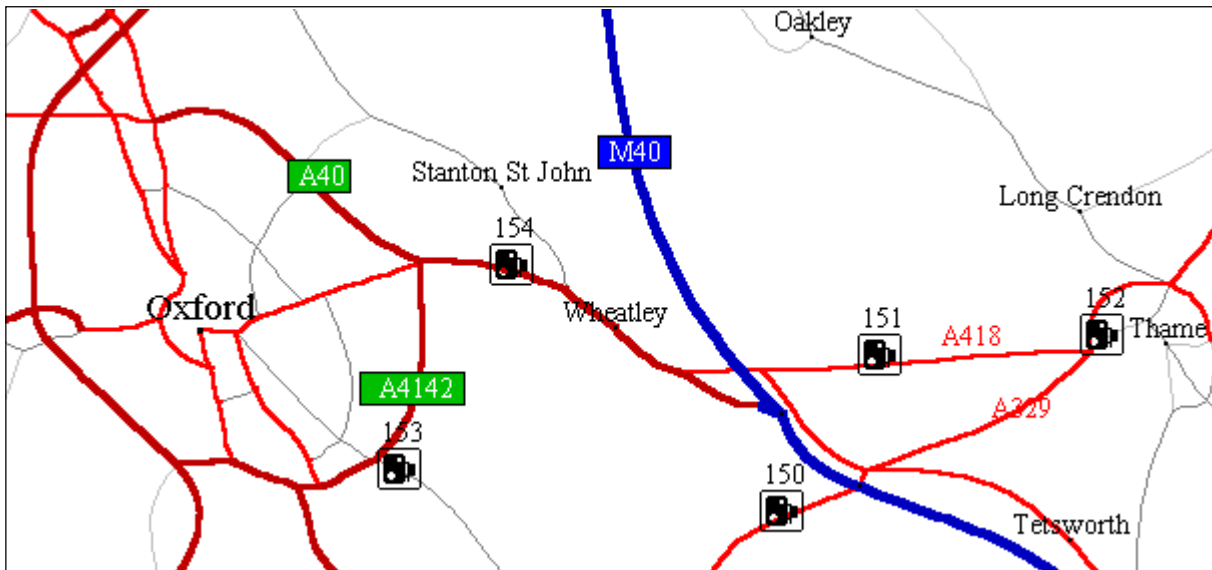
If you can correct or add to any of the information shown in Gatso Watch, please contact the editor.

Can you supply the missing speed limit values?

Can you fill in missing county names?

Thanks to all members who contributed to Gatso Watch in this issue.

Ref	County	Town	Road Direction	Location	OS Map Ref	Limit
15			A43	nr M40 J10	SP5528	0
55	Oxfordshire		A34	S 0.75m S of M40	SP548184	0
173	Oxon	Ch. Norton	A44	E On hill approaching town	SP302270	0
174	Oxon	Enstone	A44	N In middle of town	SP375245	30
175	Oxon	Woodstock	A44		SP441176	30
176	Oxon	Woodstock	A44	R	SP452164	30
177	Oxon		A44	Junction for Airport	SP467147	0



Maps produced in Microsoft Autoroute Plus © 1988-1995 Microsoft Corporation, Maps © Ordnance Survey 1994

Ref	County	Town	Road Direction	Location	OS Map Ref	Limit
150	Oxon		A329	SW left side after brow of slight hill	SP634024	60
151	Oxon	Tiddington	A418	E hidden behind tree by service station	SP648051	50
152	Oxon	Thame	A4129	E opposite Lord Williams School	SP695059	30
153	Oxon	Blackbird Leys	B480	R centre of road by Rover garage	SP555035	30
154	Oxon	Headington	A40	E at lights by Park & Ride	SP575075	50

Gatso Watch - Latest info on the Web

Latest information on camera sites will be posted on the ABD's site on the Worldwide Web, <http://www.deltacom.co.uk/abd>. The site is available to the public so if you do not have access to the Web, tell a friend who does.

As for the future, how would you like to see the camera site information (to which you have contributed) made available to Members.?

ABD Gatso Watch

Camera Notification Form Please photocopy, complete as fully as possible and send to PO Box 3151, Colchester CO6 3JH

Your name: ABD Membership No.(if known)

County <i>Example entries: County, if known.</i>	Road No <i>E.g. A1</i>	Road Name <i>E.g. Great North Road</i>	OS Map Ref <i>Please give this if at all possible! E.g. AB123456</i>	Speed Limit <i>E.g. 60mph</i>
Town <i>If in or near a town</i>	Direction <i>N S E W, Both or Reversible</i>	Location <i>Description of location up to 60 characters.</i>		Category <i>Speed or Traffic light</i>

County	Road No	Road Name	OS Map Ref	Speed Limit
Town	Direction	Location		Category

County	Road No	Road Name	OS Map Ref	Speed Limit
Town	Direction	Location		Category

County	Road No	Road Name	OS Map Ref	Speed Limit
Town	Direction	Location		Category

County	Road No	Road Name	OS Map Ref	Speed Limit
Town	Direction	Location		Category

County	Road No	Road Name	OS Map Ref	Speed Limit
Town	Direction	Location		Category

ABD Membership Application

Application to join the Association of British Drivers (the operating name of Pro-Motor)

Title: Mr./Mrs./Ms./Dr./Other (Please specify)	If you have been convicted of any motoring offence within the last 10 years, please give details. (Pro-Motor reserves the right to refuse membership to any persons convicted of dangerous or reckless driving, drunken driving, and similar offences.)
Initials: Surname:	
Usual First Name:	
Address:	
Postcode:	I/We undertake to contribute such amount as may be required (not exceeding £1 for individual Members or £2 for joint Members) to the Company's assets if it should be wound up while I am/we are Members, or within one year if I/we cease to be Members, for payment of the Company's debts and liabilities contracted before I/we cease to be Members, and of the costs, charges and expenses of winding up, and for the adjustment of the rights of the contributories among themselves. I consent to becoming a Member of Pro-Motor.
Home Tel. No. Fax	Signature:
Office Tel. No. Fax	Joint member's name:
	Signature:

Subscription rates

Membership subscription is £15.00 per calendar year if you pay by cheque or postal order. First year subscription may be reduced by £1.00 per full month if joining after January.

If you pay by Standing Order the subscription is £12.00 per year. The same amount covers single membership or husband and wife membership.

Members are invited to make additional, voluntary "Fighting Fund" donations all of which will be used for campaigning.

Please make your cheques or postal orders payable to "Pro-Motor" or complete the Standing Order authority below.

Subscription to be paid:	£.....
Voluntary "Fighting Fund" donation:	£.....
Total enclosed/authorised	£.....

Bank Standing Order Authority

Customer and Account details:

Name of Bank:

Branch Name:

Bank Address:

Sort No:Account No:

Account Name:

Payee Details

Please make the following payment(s) to :
PRO-MOTOR LIMITED
 Lloyds Bank, 2 South Parade, Weston-super-Mare, BS23 1JL
 Sort code: 30-99-51 Account No: 1411943

Amount of payment: £.....

Amount in words

Date of Payment(s):monthly/annually* until further notice.

Customer's signature:Date:

Name in block letters:

* Please delete as appropriate.

Send to:

Send this *whole page*, with cheque or authorisation for your subscription, to the Secretary at the address below.

Why not request more application forms to enrol your friends? Please send application forms.

How did you hear about the ABD?

.....

The Membership Secretary
 PO Box 181
 Bridgwater
 Somerset
 TA6 3YT

Please photocopy and distribute this form as necessary, or request copies of the separate ABD flier and application form from the Secretary or the Editor.

Speed and Safety Issues

Thoughts on an Accident

"I'm ringing on behalf of your daughter. She's been involved in an RTA". When you hear something like that, your heart stops for a while. Fortunately the next thing I heard was my daughter's voice saying that she was all right but she was bleeding rather a lot.

Twenty minutes earlier I had said cheerio as she set off to work with the usual words : "Have a good time - drive carefully". What followed was to set me thinking. Thinking about what might have been. Thinking about fate. Thinking about our campaign and what we are striving to achieve.

Emily loves driving. She gets on with it when it is appropriate but is slow and steady when necessary. Her job requires her to drive out of Weston onto a very narrow country road with banks and high hedges for the last couple of miles. She was in third, doing no more than 30 mph in her Nissan Sunny round a long curve to her left when a 7.5 ton lorry appeared coming fast in the opposite direction. She slammed on her brakes but the lorry could not stop before it had hit her head-on. She was able to get out of the car, grab her mobile 'phone as she did so, and dial 999. Her next call was to us but, in her confused and rather shocked state, she then handed the 'phone to the lorry driver who was the person who spoke to me.

I knew none of this as I grabbed the keys and drove out to the scene of the accident. The sight of my daughter's car embedded under the front of the lorry is not one I would wish to repeat. I was only reassured when I dived into the ambulance to find her sitting on the stretcher being cleaned up. She had a very deep gash under her left knee, a small cut above the left eye and some minor cuts around her nose. Her calmness after what can only have been an horrific experience took me by surprise.

By now my car was blocked off by the presence of two fire tenders and three police cars so I was unable to go with her to the hospital. The first thing to do was to ring her Mum who had already gone up to our business before the first call arrived and still did not know what had happened. I thought it best to be able to reassure her having seen the situation for myself. Then I had time to examine the crash scene and draw some conclusions about the causes. In so doing I may, of course, have been biased but I have tried to be objective.

Her skid marks were dead straight, starting in the gravel at the nearby edge of the unmarked road and finishing about a foot away from the left because of the curvature of the road. They measured 31 feet in total length but the front and rear marks were superimposed so it could be assumed that the start point was for the rear wheels and the end was for the front - ie. about 20 feet of braking. The last foot appeared to be doubled over suggesting that her car might have been pushed back on impact.

The skid marks from the lorry started on his side of the road but went in a straight line across the road towards my daughter's side. The road at that point was only wide enough for two small cars to crawl past each other. It was easy to see the thick black front and double rear wheel marks. They each measured 55 feet. There was an overlap of my daughter's and the lorry's skid marks of two feet.

The little Sunny had taken the accident pretty well. The engine had started to intrude into the driver's compartment and the brake and accelerator pedals had moved over to the right. The steering wheel centre and cowling had all broken up. My daughter has a straight arm driving position which undoubtedly assisted by keeping her well back from the wheel but she had nevertheless bashed her nose and forehead on it.

Once I was free I went to the hospital where Emily was being attended to and then collected her Mum. We were able to take her home after about two hours and could then reflect on what had happened.

We had planned to go to Wales for the week-end. At the very last

moment we rang the hotel and changed the booking by a week. Had we stuck to our original plan the telephone call would have come through as we were having breakfast some 150 miles away.

The day before the accident I had collected Emily's new contact lenses which she was wearing at the time. Without them she would have been wearing her glasses and the consequences could have been much more serious as the bridge of her nose was very swollen and cut. That is the fate aspect.

As for what might have been - an early sea mist had just set in, as often happens in this part of the country. However, it had not been going long enough to wet the roads. But what would have happened if it had started a bit earlier and the roads were wet? Emily had set off in good time for her job. She was less than half a mile from the turning and would have been at least 15 minutes early. But what if she had been late and had been in a hurry?

The outcome of these thoughts is too awful to contemplate but you cannot help them going through your mind.

Thoughts also turn to a replacement car and the desirability of having one fitted with an airbag. However it is my understanding that an airbag only deploys itself if you are doing at least 15 mph. In the circumstances of Emily's accident this would have been no good whatsoever since she had come to rest or virtually to rest as the lorry ploughed into her. Even if she had an airbag it would not have gone off. What the heck is the use of that? Surely someone must have thought of these circumstances - after all, it would be ironic if you are in your car having braked almost to a standstill and then you are hit by a hooligan coming the other way whose car is still doing 20 or 30 mph and his bag goes off, saving him from injury, while yours does not. There seems to be something wrong here and perhaps we should make some enquiries.

a relaxation in a discredited motorway/dual-carriageway limit could pay handsome dividends if the trade-off was tougher enforcement of the urban limits and greater emphasis on driver training and education

The final point is about speed. The authorities keep telling us that "speed kills". Quite right, but we do not seem to be able to get them to add "when it is inappropriate". In other words, the speed the lorry was doing would have been perfectly safe on a dual-carriageway. Indeed, assuming it was not more than 40 mph (the limit for that lorry) it would have been perfectly safe on a wide single track road. However, it was not safe in the circumstances. That is to say, the lorry driver could not see far enough ahead to be able to stop in time so he drove into my daughter. Why is it that we are unable to get the authorities to understand that a relaxation in a discredited motorway/dual-carriageway limit could pay handsome dividends if the trade-off was tougher enforcement of the urban limits and greater emphasis on driver training and education. I can only imagine that it is because it is easier for them to prosecute for the minor indiscretion of doing 90 on the motorway than it is to prosecute a driver who 'speeds' within the limit on a tiny country lane.

These events only took place four days ago as I write but the happy ending is that Emily is making good progress, hobbling around. She has a cracked pelvis and a cracked rib, quite a lot of bruising but has not lost her capacity to demand cups of tea and waiter service while she recuperates on the settee.

Hugh Bladon, ABD Treasurer

Motoring Abroad

America - 1996

Hugh Bladon, ABD Treasurer, recounts a fascinating visit across the pond...

When your son, daughter-in-law and grandchildren say that you have got to go to Orlando, there is not a lot you can do about it. It was with mixed feelings that my wife and I allowed ourselves to be persuaded that this would be a 'good idea' and I overcame my hatred of flying and submitted myself to nine hours of torture at the hands of Virgin.

Our welcome to America was not what we would have wanted. A seriously overzealous immigration official took so long with our queue that we were the last ones to get through. The bonus was that only our cases were still going round on the conveyor, everybody else having long gone.

Once I had located it in the massive underground car park the Avis rental turned out to be a Dodge Caravan - a sort of American Espace which proved comfortable enough for the two weeks we had it. However, there was something seriously wrong in the engine department as it misfired whenever it was not pulling. It had four doors - two at the front and one at the back. The fourth was a sliding door on the right hand side, the other side being solid. The idea is to get your passengers only out on to the pavement (sorry, sidewalk) side but it was a bit inconvenient at times.

It took only a few miles to become accustomed to the practice of overtaking on either side

It took only a few miles to become accustomed to the practice of overtaking on either side and I was astonished to find how simple the system is. More than that, however, it takes so much of the aggravation out of driving. People who want to just bumble along at their own speed can do just that while those who wish to go a bit quicker pass on either side without any hindrance and without the everlasting problem of waiting for the slower car to move over. I saw no evidence of anybody getting impatient and no evidence of any danger to anybody. In fact, it makes driving so much more relaxed it really is time it was tried here, at least on our motorways.

For those who do not know, Orlando is in the middle of Florida. Our apartment was within about seven miles of Disney World. We had serious reservations as to whether this would be our cup of tea. After all, the kids call us the 'Crumbles' and Disney World is for kids - right? Wrong. Leave the children at home - the whole place is a fantastic experience and two weeks is nothing like enough. Apart from the Magic Kingdom, there is Epcot which is full of interesting and informative things to see and do, Universal Studios which takes you into the unreal world of the cinema, MGM Studios which does the same and other attractions nearby such as SeaWorld. Roll all this into two weeks of sunny weather while the UK shivers in January frost and the flight is more than worth it. The many experiences all become a blur but some stand out. The Jaws ride at Universal was quite superb, as was the Earthquake, the sight of a chap shooting out of the water on the nose of a whale

at SeaWorld is quite astonishing but I suppose the ultimate test, for your heart anyway, is when the lift you are in at the Hollywood Tower Hotel drops 13 floors at faster than gravity. If you survive that you are in pretty good shape!

Our two weeks passed in a flash. The area is full of lovely restaurants and is a shopping mecca. We were told to take an empty suitcase and this is wise advice indeed. Why buy clothes here when you can get them for 40% of the price over there and the shop assistants are polite and want to help.

our visit coincided with an Indycar race

We were fortunate to find that our visit coincided with the inaugural round of the Indycar series race on the new oval at Disney World so my son and I made a break for it and attended. The atmosphere was wonderful and we were surprised at the knowledge of the crowds who clearly knew their cars and drivers. The racing was short on overtaking since the oval is only one mile long but things got quite hectic whenever the pace car had been out and closed everybody up. It was an enjoyable way to spend the last Saturday afternoon and since we had parked at Epcot and got the overhead train across to Magic Kingdom where the track is situated, we were able to drive away without getting jammed in with all the other racing fans who were probably still trying to get away some hours later.

We said farewell to the rest of the family at Orlando airport the next day and took a taxi to the Amtrak station where we caught the train to Houston. This is about 1100 miles, takes 27 hours and is an experience worth doing once. The rolling stock is huge and very comfortable. The track, on the other hand is at least as bad as in India and there were times when I was sure the train was going to leave the rails. However, we met some very interesting people whenever we sat down to meals who were all keen to invite us to stay and wanted to know all about us, the UK, the Royal Family and so on. There was never a dull moment. Added to this was the pleasure of tasting the American way of doing things. Instead of the stiff formal announcements we get on BR the chap in charge of the buffet car came over the air to tell us all about the excellent menu which had been prepared by his friend Jack and how most welcome we would be to come to the diner and have a really enjoyable meal. The whole thing was a masterpiece of conversation at the end of which you felt you had to go along and eat. Since the food was included in the price of the ticket this was no real hardship but the bonus was that the welcome, service and the food itself were absolutely first class.

The train travels from Miami to Los Angeles and there are three in each direction each week. The whole journey is just over 3000 miles and the train stops for three hours in New Orleans while it is replenished and the crew changes. We took the opportunity to grab a taxi and explore the French quarter where jazz came out from each shop and where the lovely balconies were already being decorated for the forthcoming Mardi Gras. There are some superb antique shops there, the likes of which I have not seen anywhere outside London.

Our arrival in Houston was quite late in the evening and, after booking into a Holiday Inn near the airport, I went off in

Motoring Abroad

search of a car. Avis came up with a Toyota Camry which, with full damage and liability insurance, worked out at just over £420 for two weeks.

We did not linger in Houston but got going the next morning heading northwest on route 290 to Austin and across, thus cutting off the corner and avoiding San Antonio. It also gave us the chance to get used to driving out of town on the very quiet roads rather than on interstate 10. Even so, 290 was a mixture of duals and single track roads, the surface was always excellent, traffic almost non-existent and the countryside very pretty with rolling hills and plenty of evidence of wealthy farming. We joined I-10 west of San Antonio and continued to Fort Stockton where we found a comfortable room in the Best Western there, having done just over 500 miles.

The next morning we awoke to find it so cold it was almost as if we had been transported to Canada. However, this was the tail end of one of the worst winter spells they have ever had in America and we were watching news on TV of massive snowfalls and the lowest temperatures ever recorded so we were lucky we were as far south as we could get. Setting off just after 9am the sun soon warmed things up and we arrived in El Paso just over three hours later. The speed limit in Texas was 75 on the interstate and at a steady 90 the Toyota was only a little faster than some other cars but was not often overtaken. Total distance so far was 780 miles and the car was proving very comfortable.

...traffic flowing at a furious pace on about 5 lanes in each direction...

We were making for El Paso to meet a distant relative. I had visions of El Paso being a small cowboy-type town and that we should only have to ask at the local pub for directions. Imagine the surprise to find a huge city which seemed to go on for ever, with I-10 slicing straight through the middle and traffic, lots of traffic, flowing at a furious pace on about five lanes in each direction. We were informed that it is no less than 50 miles from one side of El Paso to the other and there is a mountain range running north/south which divides it. By night, from the mountains, it is a fascinating sight looking down on this huge urban sprawl with the ribbon of I-10 clearly visible with the traffic rushing through. We did not have time to explore the town but were taken on a tour in which we were shown the problems of keeping the Mexicans out, the border being right on the edge of El Paso.

Our next day saw us driving through intermittent heavy showers. We made a diversion down to Tombstone, much of which is well preserved. However, our arrival coincided with a long spell of heavy rain and we were unable to wander round Boothill Cemetery or the OK Coral. Next time...

Our stop for the night was in Casa Grande, after just over 450 miles and that left us only a short 360 miles to get into San Diego where we were to spend the best part of a week. We were fortunate in that the bad weather which had prevailed for some time in that area was now on the wane and it rapidly got warmer while we were there. What a lovely place it is. Very different from any preconception we had of large American cities, SD is full of open spaces, parks and trees. The traffic moves freely on the vast road network and driving around

town presented no problem whatsoever with excellent signposting making it easy to find your way around. A very clever system of road naming is adopted whereby the names go in alphabetical order so that if you are looking for a road named Willow Drive and you are passing Brecon View and Canon's Close you know you have only to keep going down most of the rest of the alphabet before looking for your turning.

San Diego is on the Pacific of course and is home to the US Navy. There is little industry unless you count tourism in that category. The front is blessed with lovely harbours and enclosed bays filled with yachts. There are some modern high-rise buildings but these are mainly hotels and do not look out of place - unlike the airport which is almost in the middle of the city with the runway pointing out to sea. It is very busy and fascinating to see the planes coming in quick succession, seeming almost to go between the high-rise blocks. This was almost as surprising as the huge netted area near the centre which I investigated only to find that it was a massive golf driving range with 84 booths, 42 at each end on two levels and with holes and bunkers marked out with the distances. Could anybody imagine our planners allowing something like that?

there were masses of Ferraris of all types

On a trip through the posh part, La Jolla, I spotted some Ferraris in a shop-like window which seemed worthy of investigation. On entry a kind gentleman approached me and asked which car I was interested in! When I looked around I could see what he meant. The place was full of cars in three huge areas and would have done justice to any museum anywhere. There were masses of Ferraris of all types, including Giles Villeneuve's F1 car, alongside such exotica as a Delahaye with snakeskin seats, one of the old Mercs (SK360?), loads of Alphas, Bugattis and so on. All for sale. I did not know where to look next. If you are interested, the company is called the Symbolic Car Company and the prices range from a couple of 'cheapies' at \$59K to a Cobra at \$2.5M. They are on the Internet as follows: <http://www.ibeam-net.com/symbolic>

We had gone to San Diego at the invitation of a couple we met on our Danube cruise. They kindly showed us around and gave us a taste of the American way of life. Their 'flat' had a huge picture window which overlooked one of the bays, the water's edge being about 100 yards away. When they tired of watching what was going on out there, they could always resort to their television which has a 60" screen and over 70 channels. Still, everything in America is bigger... We were treated to an evening at their Golf and Country Club. Hold your breath - the joining fee is \$15,000 and the annual fee a mere \$300 a month. It was nice to wipe our feet as we went in on the mat which said, "Welcome. Have a nice Saturday"! If we come up on the lottery our new address will be somewhere in San Diego.

Hugh's epic journey will be continued in the next issue.

The Global Warming Debate

Some media pundits and even politicians suggest that the motor car is a major source of CO₂ "pollution"; that this "pollution" is responsible for "global warming" and that therefore severe restrictions should be placed on the use of private cars. We know that CO₂ emissions by road transport as a whole contribute just 0.6% to atmospheric CO₂. Now scientists question not only the whole global warming theory, but the motives of its proponents. ABD Chairman, Brian Gregory, reports on a book published in March 1996.

A recently published book by the European Science and Environment Forum challenges the scientific foundation of Global Warming predictions which are now reaching near hysteria levels and casts doubt on the scientific integrity of many of the theory's chief proponents.

If you aren't concerned about the predictions of global environmental mayhem made by the supporters of the now widely-touted Global Warming Theory (GWT), here is a book that should give you serious cause to be so; particularly in respect of the true motives and aims of the individuals behind GWT's wide, virtually unthinking, acceptance (in the face of an extremely substantial body of totally contrary scientific evidence that is receiving little or no media coverage).

Here are just some of the book's frightening revelations:

The IPCC (Intergovernmental Panel for Climate Change), the body behind the heavyweight promotion of GWT and the campaign for drastic preventive countermeasures now, is a shadowy body of virtually self-elected bureaucrats and pro-GWT environmentalists whose scientific reputations, and ultimately whose livelihoods, are utterly dependent on the worldwide acceptance of the GWT concept. Indeed, GWT is now essential to the worldwide Environmental Sciences movement to ensure a continuous flow of research funds.

a shadowy body of self-elected bureaucrats

It is therefore hardly surprising that the IPCC predictions on the long-term effects of GWT are dire.

More worryingly, however, is that those scientists who legitimately question the IPCC-imposed "consensus" on GWT find themselves subject to marginalisation and withdrawal of funding.

The "hard" scientific evidence relating to GWT shows that the alleged 0.5C change in average global temperatures (based mainly on Northern hemisphere ground-based measuring stations) over the last 100 years being

used by GWT's proponents to justify drastic action now, can be observed due to random variations over timescales as short as two weeks. To ascribe temperature changes of this magnitude over the course of a century to GWT is therefore highly inadvisable.

Meanwhile, satellite plus ground data evidence shows no evidence of global warming over the period 1914-1993; i.e. over the last 90 years.

The computer models being used to predict global temperatures based on atmospheric CO₂ concentrations, when applied to historical atmospheric concentrations of the gases' global levels, do not accurately predict the observed historical global temperature variations. How then can one expect them to accurately predict future temperatures?

The CO₂-based atmospheric warming mechanism proposed by GWT's supporters is not scientifically valid, and the atmospheric warming associated with a doubling of atmospheric CO₂ levels would be no more than 0.2C.

The case for GWT rests on "evidence" that current atmospheric CO₂ levels (c.350ppmv) are 26% higher than those in pre-industrial times. It is assumed that pre-industrial levels are accurately reproduced in the CO₂ concentrations in entrapped air bubbles extracted from glacier ice.

Yet no experimental study has thus far demonstrated that greenhouse gas concentrations in old ice, or even in air from recent snow, in any way accurately reproduce atmospheric concentrations.

Three incredibly sweeping assumptions concerning the mechanism of air absorption are made:

The absorption process is essentially mechanical and the dissolution rates of the component gases (including CO₂) remain proportional to their respective atmospheric concentrations.

The gas concentrations are permanently preserved in the polar ice sheets, irrespective of subsequent geological changes and handling during extraction for analysis. There are, in fact, some twenty physical and chemical processes occurring in the ice-sheets that make the gas samples unrepresentative of the original atmospheric concentrations.

The age of the gas is 80 to 200 years younger than the ice in which they are entrapped. This assumption is required because CO₂ concentrations in 19th century ice cores are similar to present atmospheric concentrations.

Ice-core data unrepresentative of the GWT hypothesis are regularly ignored: some workers in this field have excluded up to 44% of the collected ice-core CO₂ concentration data-points to ensure that only those supportive of the GWT proposition are reflected in the final analysis.

Taken from the point of view of chemical exchange processes between sea and ocean; the partition coefficient for CO₂ between atmosphere and ocean is 1 to 50. This means that to sustain an equilibrium atmospheric CO₂ concentration of double today's (as predicted by the IPCC) requires a 50-fold increase in the aquatic concentration of the gas. This would require a quantity of carbon significantly in excess of all known terrestrial fossil sources of the element.

75% to 85% of global temperature variation ... can be accounted for through variations in the length of sunspot cycles:

But perhaps the most telling scientific indictment of GWT is provided by workers investigating the influence of variation in sunspot cycle lengths on global temperatures. Separately, Friis-Christensen & Lassen in Finland and Butler in Eire have concluded that there is a very strong correlation between sunspot activity cycle lengths and global temperatures.

In the July 1995 edition of the Journal of Applied and Terrestrial Physics, Friis-Christensen & Lassen have, for example, demonstrated that some 75% to 85% of

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Safety and Speed Issues

Government stats don't add up

The excellent Autocar exposee of the Government's failure to target road safety measures properly and its 'back of a fag packet' calculation of the role of 'speeding' in road deaths was commented on in the last issue of 'On The Road'. But Autocar had also caught out the then Transport Minister, Steven Norris, attributing 160 child pedestrian deaths specifically to speeding in 1995 which was actually 20 more than were killed in total. Two weeks later, a letter from a very aggrieved Mr Norris was published which urged the Autocar columnist to 'put aside any trivialities about statistics' in order to address the 'preventable problem' of road accidents.

So now we have it from the horse's mouth. The truth is to be subjected at all times to the official propaganda line should it dare to contradict it. Mr Norris' view is that this is acceptable if it saves lives; but how can this be? Surely the way to save lives is to listen to the truth, not distort and suppress it.

Let us, for a moment, borrow the official DoT fag packet and scribble a few simple sums on the back.

There were 4500 'serious' child pedestrian casualties in 1995, of which 140 (3%) were fatal. Since this is a DoT fag packet, it has already been used, and in a little corner is a leftover from the 1995 40-20 campaign stating that 95% of children will survive an impact at 20mph.

One doesn't need a degree in Applied Mathematics to see that the actual survival rate in serious injury accidents is better than that claimed by the Government's own figures for 20mph impacts.

In a wish to avoid the same mistake as Mr Norris, it has to be stressed that no firm conclusions can be drawn from such a simple calculation - accidents have complex, multiple causes and occur in many very different scenarios - but these figures do *suggest* that the overwhelming majority of these accidents are occurring well within the urban 30mph speed limit. However, the rate of climb for deaths as speed increases is so great, reaching 90% at 40mph, that it is difficult to envisage any other conclusion - if a third of the 4500 serious child pedestrian impacts were caused by speeding, as the DoT asserts, then the deaths would be ten times higher.

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Now here is the rub. By attacking 'speeding', which despite Mr Norris' very creditable reference in the same letter to *inappropriate* speed, is inevitably defined by our legalistic friends as breaking the speed limit, all this campaign is likely to achieve is to slow sensible drivers down where 45mph is perfectly safe and speed them up to the 30mph limit where 20mph or less is required by the available visibility.

If this really is where these child accidents are happening, then Mr Norris' cavalier attitude to the facts could be very expensive in children's lives.

Pro-Motor News Media successes for the ABD

The Association of British Drivers continues to attract media attention with yet another success! Motoring magazine "Top Gear" has run a feature about the Association, comparing us to the highly successful National Motorists Association ("NMA") in the United States. As regular readers will be aware, we are, ourselves, members of that organisation.

The feature follows just months after ABD environmental spokesman, Julian Rowden, was interviewed by Jeremy Clarkson on the popular BBC TV Top Gear programme.

Jeremy Clarkson, writing in "The Times" on Saturday 17th August was, in his usual down-to-earth style, sharply critical of politicians' plans for road transport. He also criticised the SMMT for its low profile in defending motoring and the motor industry. He said that "the defence [of motorists' interests] is left to ... the Association of British Drivers".

He went on to describe the document you are reading as "a scrappy little newsletter", but said that it is "the best read since Alistair Maclean finished HMS Ulysses".

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Global Warming

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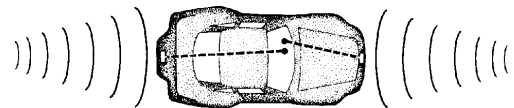
global temperature variation between the last decades of the 16th century and the present, can be accounted for through variations in the length of sunspot cycles: the longer the timespan between cycles of high sunspot activity, the lower the average global temperatures, and vice versa.

Perhaps the most accurate (and perhaps slightly cynical) summation of the whole GWT roadshow was made as follows by Matt Ridley in the Sunday Telegraph on December 10th, 1995:

"Imagine that you have been toiling away at atmospheric physics for 30 years and suddenly along comes global warming. Next thing you know the United Nations is paying you hundreds of pounds a day to sit in Madrid sampling room service and appearing on Newsnight. Would you admit that the whole thing was nothing to worry about?"

References: "The Global Warming Debate": Report of The European Science and Environment Forum, 73 McCarthy Court, Banbury Street, London, SW11 3ET, United Kingdom.

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Media successes for the ABD

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Paul Hemingway has contributed to **Auto Express** and will have taken part in a **Radio Stoke** discussion programme.

Looking back over the past four years, we have had features, including major articles, in nearly all leading newspapers, including *The Independent*, *The Daily Telegraph*, *The Guardian*, *The Daily Mail*, *The Daily Express*, as well as several local papers. We have also had coverage in *Autocar*, *Auto Express*, *Diesel Car*, *Complete Car* and others.

We have also received coverage on a number of radio stations, including BBC Radio 5 and on several TV programmes.

Media publicity is the best way to get our message across. A programme of further Press releases is planned....

ABD site on the Worldwide Web

The Association now has a site on the Worldwide Web at <http://www.deltacom.co.uk/abd>. This gives us a new "shop window" and an opportunity to reach a wider audience. Shown below is the home page of the site. Users can click on any of the underlined items to reveal further information.

For example, clicking on "Gatso Cameras - The Truth" leads to information on the introduction and subsequent abuse of speed cameras in flagrant disregard of the Government's original promises. It shows photos of OCM sites.

It is planned to use the

web site to provide information in a more up-to-date fashion than is possible in a quarterly newsletter. However, the site is in the early stages of development and Members' suggestions and offers of assistance will be most welcome.

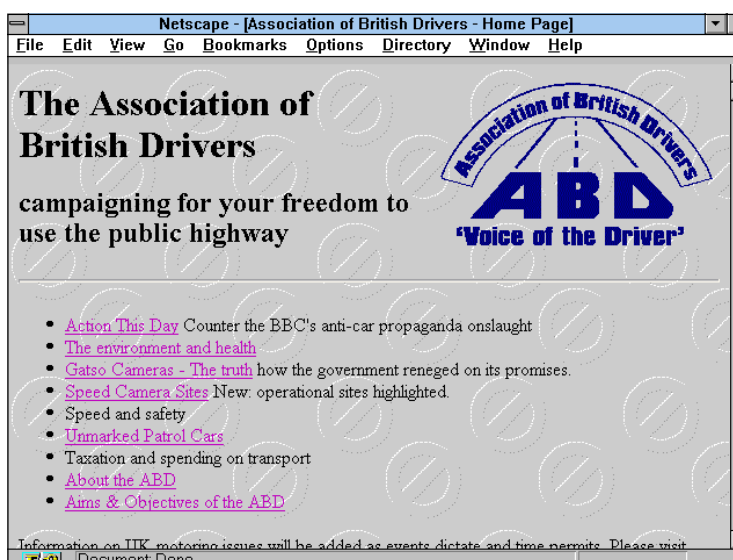
ABD joins PACTS

PACTS is the Parliamentary Advisory Council for Transport Safety. Following the decision at our last committee meeting to apply for membership of PACTS, the Association has now been accepted as a full member.

Based in the ground floor of St Thomas' hospital, it is directly opposite the Houses of Parliament, which is where its meetings are held. There are five Working Parties of which three are of particular interest to us, these being for Road Environment, Road User Behaviour and Vehicle Design. The other two deal with Aviation and Rail. Meetings are held three times a year.

Membership consists of some seventy MPs, about ten members of the Upper House and representatives from about 115 Associations, Institutes, County Councils and other interested parties. Fortunately not all attend meetings!

Membership of this Council will not only give us access to the latest thinking on the matters which interest us but should also enable us to have some input to balance the anti-motorist lobby, some of whom are represented. It should also prove a most valuable addition to our activities and reports will be included in future editions of *On The Road*.



Three Cheers!

Friends of the Earth falls foul of Advertising Standards Authority over Newbury Bypass advertisement.

A member of the public objected to a national press advertisement about the Newbury Bypass that was headlined, "Question: Is it true that we are spending £101m of public money on a bypass around Newbury that will make little difference to most journey times". The complainant challenged the advertisement on four grounds including whether the bypass would "make little difference to most journey times" and the claim "The Highways Agency admits that, if the bypass attracts 20% extra traffic (as is likely), then the benefits of the bypass for most of Newbury would last only five to seven years after the road opens".

The complaints were upheld on three out of four counts, and FoE were asked not to run the advertisement again. Full details of the ASA adjudication may be found on the worldwide web at <http://www.asa.org.uk>.

Norwich madcap scheme defeated

Norwich City Council hatched a scheme to close various minor roads leading into the city, forcing all traffic onto designated main routes. The chaotic effect of funnelling traffic like this can easily be imagined. (But then, of course, that is what the planners want to do: create congestion and thus unnecessary pollution to give themselves the excuse for yet more draconian restrictions.)

But in this case a public-spirited and distinctly non-apathetic individual, when he got wind of the plot, had leaflets printed and handed them out to fellow commuters one morning; urging them to write, 'phone and generally make it plain that the council's plan was unacceptable. The scheme was dropped.

The success of this action shows that it is possible to defeat these anti-car bureaucrats. But equally, if we do nothing they will continue unchecked.

Join the ABD - p12