



Newsletter

March 2025



High Wycombe Group Annual General Meeting.

There were 28 members in attendance, plus two guests. Committee Members standing for re-election were duly re-appointed. Further to the Chairman's Report circulated prior to the AGM, Nigel advised that

in January and February 2025, 5 new Associates were registered. The attendees heard that the annual **Group Membership fee is to be £15** from April 2025, and that **free Members Refreshers** are again to be offered for this year. **The date of the 2026 AGM will be Tuesday 3rd March.**

The keynote speaker was Dr. Richard Lambourn. Recently retired from the Transport Research Laboratory (TRL), he is a specialist in forensic investigations into road traffic accidents and collisions, providing scientific and mathematical data for subsequent legal proceedings in Criminal and Civil Courts, as an Expert Witness.



His very enlightening talk concentrated on the calculation of speed prior to the accident impact, which is vital for the police to re-construct the lead up to the accident. Much advanced mathematics (the Laws of Motion) is involved in such analysis, and from this data the police can re-construct events leading up to the point of impact.

Richard discussed the two key categories of forensic accident investigation: **Classical data**, such as marks at the scene (skids/tyre marks/vehicle damage), and the use of police plans from the scene of the accident to calculate speed/s. Alternatively, and more commonly there is now a "PC Crash" computer programme, which simulates the accident and calculates

the actual speed prior to, and at time of impact.

Recorded data, such as tachographs, cameras (CCTV, dashcams, speed cameras). This type of data can prove to be a reliable witness in Court. (Courts used to rely on witness statements, which may not be totally accurate.)

Newer cars and other road vehicles have inbuilt data event recorders, triggered by Safety Restraint System (SRS) deployment. Data from these can be obtained from the vehicle "black box", and records the 5 seconds immediately before the SRS is activated.

Key take-away! Nigel, in thanking Richard (see photo right) and summing up, reminded us, as advanced drivers, of the importance of speed control and maintaining all-round observation in minimising risks of severe accidents.



MEET THE OBSERVER:



Sean Pearce is a National Observer and holds the IAM Masters with Distinction qualification. He is also a member of the Group Committee, serving the position of IT Administrator / Webmaster since 2009. Initially a Games Programmer, since 1992 Sean has been an IT Consultant, mainly in the Cards and Payments related Financial Services industry. As well as an interest in computers and technology, he enjoys driving his Rotary-engine powered Mazda RX-8 (owned one since 2004), both on road and track. Sean has a wide interest in music, savours live gigs, and recently returned to (badly) playing Bass Guitar; he also enjoys photography and Pub Quizzes.

COMMITTEE:

Chair	Nigel Mason
Membership Secretary	Valerie Brickell
Group Secretary	Margaret Gordon
Without portfolio	Bob Hill, Tara Ridgeway and Bern Warr

Treasurer	Tim Nicholson
Chief Observer	Nigel Mason
IT Admin	Sean Pearce

CORRECT LANE MERGING:



Use both, or all, lanes to the merge point/s, and then merge in turn. **Like a zip**. The vehicle further ahead goes/merges first then the one behind follows. **If** in the right-hand lane then it is polite to signal one's intention to merge left, conversely if merging from the left lane into the right lane. **Signage warning** of lane closures is generally at 800/600/400 and 200 yards before the merge point. The Official Highway Code, paras 134 and 288 describe the recommended correct manner for dealing with roadworks.

(Photo Source: Operational Patrol Unit – Warwickshire Police)

MIDDLE LANE HOGGING:



Lane hogging is when motorists remain in a middle (or outside) lane longer than necessary. This is considered poor driving behaviour and is illegal. The middle/outside lanes are for overtaking, or providing more space for those who have stopped on the hard shoulder. On completion of the overtake, return to the left lane (Highway Code: Rule 264). Staying in the middle lane disrupts traffic flow and can be dangerous, causing congestion and increasing the risk of collisions.

(Photo Source: National Highways)

HGV ZONES OF LIMITED VISION: Current National Highways Road Safety Campaign.



Trucks/large vehicles have 4 zones of limited vision.

Front zone: HGV drivers sit high up. If you are too close, they won't be able to see you. When driving in front of an HGV ensure there is enough space between you and the HGV, to allow them to see you and have enough room to brake safely.

Left zone: (The Highway Code advises not to undertake other vehicles.) Do not overtake on the left or move to a lane on your left to overtake. However, if you do find yourself in the left lane with an HGV on your right, you should manoeuvre

yourself out of the limited vision zone safely, as the driver might not have seen you.

Rear zone: If you are driving too close when following an HGV, you will not be visible to the driver or be able to see the road ahead. If you are not able to see the HGV's external mirrors or cameras, the truck driver cannot see you. Make yourself more visible by pulling back to where you can be seen. This could be up to three car lengths.

Right zone: Overtake with care. Make sure that you have enough room ahead to complete your overtaking manoeuvre. It takes longer to pass a long vehicle so do not linger and ensure there is enough room to pull back in to where the driver can see you. Remember **that a left-hand drive truck driver** has slightly more limited vision in the right-hand zone.

When encountering HGV's on motorways or A-roads remember:



Stay visible: Don't linger in the 4 zones of limited vision.

Overtake with care: Ensure that you have enough space ahead to complete the overtake. Remember that it takes more time to pass a large vehicle, and don't pull back in too quickly. Make sure there is enough room between you and the HGV's front zone of limited vision.

Don't tailgate: Getting too close behind large vehicles will mean you can't see the road ahead, and will also mean that you may be in the HGV driver's zone of limited vision.

If you find yourself in a limited vision zone, avoid lingering and move through them safely.

(Photo Source: National Highways.)

(Unless stated otherwise. Visuals are courtesy of the High Wycombe Group of Advanced Motorists.)

www.highwycombeiam.org