The **BEDFORD Group** of RoSPA Advanced Drivers and Riders Members Newsletter

Visit the **BEDFORD Group** online at www.roada-bedford.org.uk ***Feb 2011***

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February Meeting

The 2012 Olympics

We welcome back Peter Kendall who gave us an entertaining and informative evening in July 2010 about the emergency services response and lessons learnt from the Bunsfield Oil Storage Depot fire in December 2005

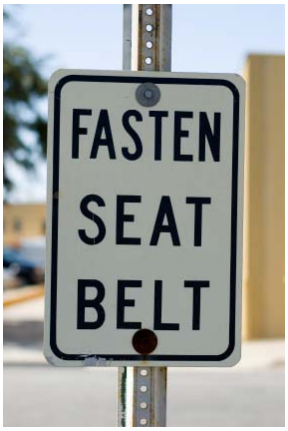
This month's talk is on the Emergency Services Planning and Preparation for the London 2012 Olympics.

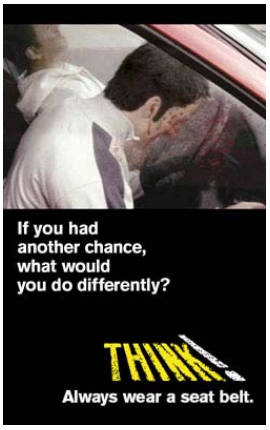
I am sure once again we will be treated to a fascinating insight into what we all hope will be a response that won't be needed.

We hope to see you at 8pm on Tuesday 15th February 2011 at the Training Centre of the Bedfordshire and Luton Fire and Rescue Service, Southfields Road, Kempston.

January Meeting: Thanks to Bill for hosting last month's talk which was an open meeting centred around the "**Perils of Winter Driving**".

Most of us had already experienced the perils of winter driving in December and early January. The meeting started off with what should be a routine for every driver and passenger: Putting your seat belt on. If the car stops quickly and you are not wearing a seat belt you may not.





Always Wear Your Seatbelt: Simple and sensible advice. However, the next question was "**What is the correct way to wear a seatbelt?**"

Well the answer is simple enough, however if you are not wearing a seatbelt correctly it may not give you the protection you expect. I believe the points discussed and highlighted are worth repeating here. Firstly check the condition of the seatbelt and the anchorage points regularly. If you spot any damage to the seatbelt and its anchorage points don't drive the vehicle and seek expert advice without delay. The anchor points should all be secured to the vehicle correctly and the upper fixing point should be able to move freely as you pull the seatbelt web across yourself. Adjust your seat for reach and rake. Do not have the seat back reclined by more than 15 degrees as you will, with your back resting on the seat back be too far away from the upper fixing point of the seatbelt. In the event of an accident the seat belt will not keep you tight in your seat. You may even be thrown out of the seat belt:

Top Tip: Leave the car via the door!

Fitting the seat belt: Firstly carry out your cockpit checks then start the engine. Leaving the seatbelt unfastened at this stage allows you to exit quickly if something goes wrong. Pull the seat belt tongue and webbing out from the upper anchor point down and across your body pulling the tongue down to the seat belt buckle. Check that the webbing is not frayed, cut or twisted. Insert the tongue into the buckle. If you are not familiar with the car check that the buckle allows the seat belt to be unfastened (you will need to get out eventually!) and then re-insert the tongue into the buckle. Check that the tongue is locked securely into the buckle. Pull the seatbelt web tight across your chest ensuring that the lap part of the belt is pulled tight across your pelvis **NOT** across you lower stomach. This is particularly important as in the event of a sudden deceleration the forces excerted on your body by the seat belt need to spread out across the stronger parts of your body. A seat belt with the lap part of the webbing positioned across your stomach will allow you to you to move forward, under harsh decelaration, and the softer flesh of the stomach is likely to suffer (possibly life threatening) cuts and severe bruising. If you are pregnant make sure the belt is across your pelvis, under not over your unborn child. Newer cars have seat belts fitted with pre-tensioners: In the event of sudden deceleration, sensors in the vehicle trigger the pretensioner which removes any slack in the seat belt, but the seatbelt still needs to be tight to begin with. Pull any remaining slack in the webbing back across your chest towards the upper anchor point making sure it passes over your shoulder as shown below.

It is (hopefully) not hard to see why seat belts should always be fitted correctly and be tight across your body at all times.

Air bags in European supplied vehicles are classed as "a secondary restraint sytem". In order to operate effectively and not cause you undue injury they rely on the seatbelt restraining you, so you are not launched into an inflalting (powered by a chemical reaction) airbag that is approaching you at 200mph.

Keith Hooson