

rate, had a tendency to catch fire at inopportune moments and a gear linkage system that might, or might not, get the required gear and sometimes more than one! However it wallowed it's way round Chililabombwe, yes that was the name of our village, until it was decide that something better and more in keeping with my youthful man-about-Chililabombwe image was required.

It is everybody's dream to own at least one sports car in their life and when the chance came along to buy an MGB it was an opportunity that could not be missed. It was a fairly well used one, in fact it had been thrashed but it was low, it had a soft top and it could, just, go at 100 mph. We loved it. Even the fact that I spent half my time repairing the exhaust system that was continually being bashed on the speed bump on the way to work didn't stop the joy of driving around with the top down. However all good things do come to an end, not the car but our quiet peaceful life. Our son arrived on the scene. An MGB does not have sufficient room for a pushchair, shopping and us so it had to go. Broke our heart but there you are.

Sublime to the ridiculous next. It had to be something that carried all the junk that you acquire as parents, was reasonable to drive, was available and didn't cost too much. The transition from MGB to Renault R4 was somewhat traumatic but once we overcame the quaint idiosyncrasies of a dash mounted push-me-pull-you gear change we began to appreciate what a fine little car it was. Comfortable, roomy and could bounce over bush tracks with no difficulty. A trip from the north of Zambia down through Rhodesia and around the various game parks there was carried out with no problems and very little discomfort. It



was an ideal car from which to view game. The back seats went down and our infant son played happily there while we enjoyed close encounters with lion, elephant and more deer than you could imagine. It was no sports car, but it was fun.

That just about brings me to the end of Zambian cars, the first part of my motoring career. We did have a Corolla estate after the Renault, very adequate but boring. We even had a brief sojourn with a borrowed VW beach buggy. Fourteen inch racing slicks on the back, an unsilenced engine of terrifying



power and a horrifying tendency to go sideways round corners. Amusing but fortunately our time in Zambia came to an en before we could do any lasting injury. Back in the UK it was a return to steady, cheap family cars, but that is all another story.

It is a tragic reality that road death now accounts for around 1 million deaths and 15 million injuries worldwide each year. Globally road death is the most significant cause of premature death for adult males and the 5th most significant cause of premature death for women. Developed and industrialised countries have achieved reductions of 30-50% in the number of deaths, gradually, however, the situation is deteriorating rapidly in the underdeveloped countries in the world. These countries now account for around 80% of the global total of road deaths, although they have only 30% of the world's vehicle fleet.

In the UK, these are some of the motoring milestones.

- 1865 The Locomotive Act (Red Flag Act) imposes a speed limit of 2mph in cities, towns and villages, and 4mph elsewhere
- 1896 the first speeding ticket was issued to a Mr Walter Arnold. He was fined one Shilling for doing 8mph in a 2mph zone
- 1903 the driving licence was introduced

- 1903 the speed limit was raised to 20mph
- 1930 The Road Traffic Act 1930 abolished the 20mph speed limit and set a variety of limits for different classes of vehicle. There was no speed limit for vehicles carrying less than seven persons
- 1934 30mph was introduced into built-up areas
- 1940 a 20mph speed limit in darkness was introduced to attempt to combat the high incidence of road accidents
- 1957 the first Motorway was opened in the UK
- 1965 50mph speed limits were introduced on certain rural trunk roads in Britain in an attempt to reduce accidents
- 1967 seatbelts became compulsory (fitted not wearing)
- 1970's the rise in biker casualties resulted in the compulsory wearing of helmets.
- 1983 seatbelts were now a compulsory feature to wear whilst driving.

