

Guildford & District Group of Advanced Motorists

Registered Charity Number 1051069

NEWSLETTER

Summer 2006



IAM 50
FIFTY YEARS OF
DRIVING ROAD SAFETY

IN THIS ISSUE:

Lighting Up The Future and Carjacking

also **Hybrid Cars and Skid Course**

www.guildford-iam.org.uk

Key Dates for 2006

<u>Observed Runs</u>	16 July, 20 August, 17 September, 15 October, 19 November Guildford Council Depot
<u>Observer's Meeting and AGM</u>	30 September 9:30am Ripley small hall
<u>Committee Meetings</u>	7 September, 2 November 8:00pm Ripley small hall

Website

We thank Tony McArdle <tony.mcardle@guildford-iam.org.uk>
for kind-heartedly maintaining our online site.

Data Protection Act

Members and Associates are reminded that their name, address, telephone number and membership details are stored on computer files to assist with the management of the group and the distribution of Guildford Group correspondence.

Editor's Notes

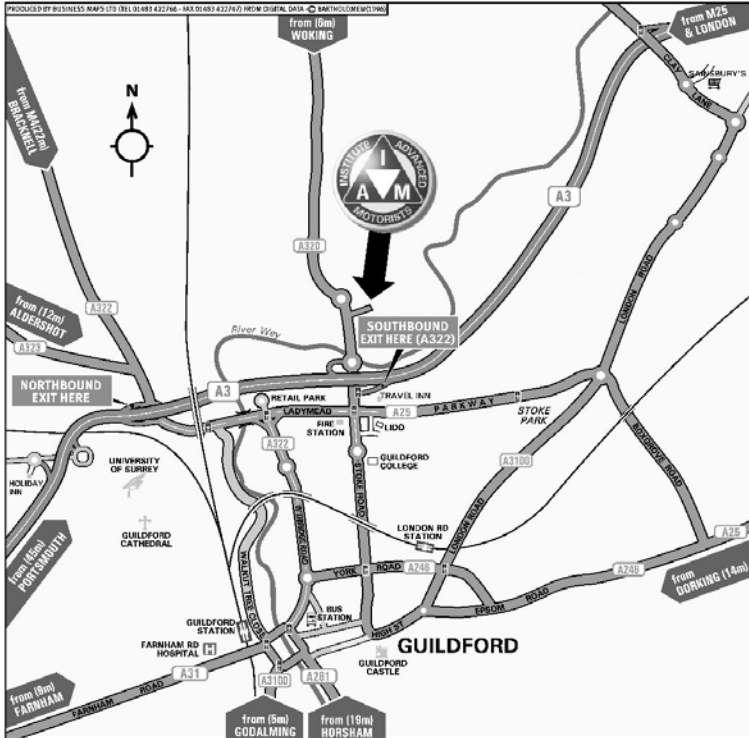
Please note that the views and comments herein are published without prejudice, being those of the writers and not necessarily those of the Group or the IAM.

Copy date for the Autumn edition is 27th August 2006.

Third Sunday of each month at 09:15, 10:30 and 11:30.

Guildford Borough Council, Woking Road Depot, Guildford.

Telephone 01483 564814 on Sundays from 09:00 to 13:00



Appointments for Observed runs -

Contact the Chairman on 07817 490446 or 01252 519355

Associate Membership £85

Entitles the Associate to 6 Observed Runs in their own vehicle during the 12 months following the date of their first appointment, and includes the cost of the IAM Advanced Test and the first year's membership of the Institute on passing the test.

Full Membership (whilst a Member of the Institute) £5 per annum.

Unfortunately the time has come for me to relinquish the editorship of this newsletter. This is due to increasing work commitments, and a residential move to London, which has resulted in me being unable to continue as an observer. Without this regular contact with the group I feel that the time has come for me to let someone else have a go at further improving the newsletter, and adding some new energy and knowledge to the articles.

I have had great fun over the past 4 years that I have been with the group. My thanks go to all those that have let me help them improve their driving, have provided articles and letters for the newsletters, and especially to the dedicated observers and committee who keep the group running so well.

As my role will soon be vacant, the group will be looking for a new newsletter editor. The newsletter is published quarterly, and the editor can have as much involvement in content creation as they want. From a technical side, I have produced the newsletter using Microsoft Publisher, but it could be done equally well using any other software package, or even Microsoft Word.

All of the printing and stuffing of envelopes is done by our publisher so you do not have to worry about doing that. If you have an interest in taking up this important role to support the group, please contact either myself, or the Chairman for more information.

Many Thanks again to all those I have been fortunate enough to meet and be involved with since joining the group.

James Hopper - Editor

Thames Vale Advanced Motorcyclists (TVAM) have extended an invitation to our group as part of their celebrations of the IAM 50th year.

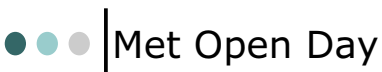
The day will start at 9am and will continue through to 3pm. The day is a celebration of all things motorcycling. There will be trade stands and lots of things to do and see and a goodie bag for all those attending. Hopefully Christopher Bullock and Sir Stirling Moss, the president of TVAM will be attending too.

There is also a chance to have a pillion ride with one of TVAM's own observers, this is open to everyone. The pillion ride will last about 15 minutes, and will be subject to availability of riders who can take pilloins on their insurance and also on the protective gear that IAM members bring with them.

A crash-helmet is compulsory and it must fit properly and not be too big (in the event of a crash, a helmet that is too big is just like not wearing a helmet...almost) Jacket and trousers, boots and gloves must be sturdy and won't fall apart in the event of an "off". Leather is the best.

THE chances of anyone coming off are very slim, but just in case...we don't want anyone on the back of a bike in flip flops and t-shirts

For anyone wishing to attend, the place and date are St Crispin's school, Wokingham on the 16th July.



Met Open Day

The Metropolitan Police are holding an Open Day at their Traffic Garage, Station Road, Hampton, Middlesex on Saturday 15th July, 10am to 4pm.

For more details see our website at www.guildford-iam.org.uk

Wow! What a May we have had. Firstly we had the Public Assessment drives on Saturday 13th May. We were based at the Spectrum Leisure Centre and members of the public were offered free Assessment Drives. All participants were subjected to a 20-minute presentation about Advanced Driving and then a 30-minute Observed run. It was an extremely successful day with 59 runs conducted (more than we achieve on our Sunday Observed runs) and of those at least 8 have already signed up for Skills for life and some have even started their Observed runs. From the comments received on the day it was obviously enjoyed by those who took part and we believe that our efforts have gone some way towards making the roads in our area that little bit safer.

A week later we had our usual Sunday Observed runs and 50 runs were conducted, the most for some time. A week after that we had the Surrey County Show. The day was reasonably fine with an occasional heavy shower but that did not deter the crowds. It was extremely busy and many people took away details of 'Skills for Life'. We had a much larger stand this year as not only did we have a Police squad car on the stand but a police recruiting team and representatives from Wey Valley Advanced Motorcyclists and Thames Valley Advanced Motorcyclists also joined us. All this added to the attraction. My thanks to all of the group members for their support at all of these events, in particular to Paul Whitehead for his efficient organisation and for arranging the equipment from HO IAM.

I am sure we are all aware of the dangers of mobile telephones being used whilst driving. It is amazing how little regard seems to be taken by drivers of the law and that probably stems from the difficulty of enforcement. However I have identified a new hazard. The other day I was overtaken by a young person in a sports car with a yoghurt pot in one hand and a spoon in the other and they were quite contentedly devouring the contents. Perhaps they had additional hands!

Does a red light always mean 'stop, do not proceed'? At a car park

in Guildford there is a red light at the entrance and I assume that when it is on it indicates that the car park is full. A friend, seeing the red light stopped and was immediately subjected to violent abuse from other drivers including assault on her vehicle because she obeyed the red light. Obviously the other drivers would have proceeded and waited in the car park for a space to appear. Is the use of a red light in this situation appropriate? Would it not be better to have a flashing amber light or indeed a barrier which only opens when there is space available to park. Any thoughts/comments?

Well the weather is lovely at the moment and I understand it is due to stay that way for some weeks to come. Please bear in mind that when there is moisture in the air the roads are likely to become very slippery as a result of the build-up of oil and rubber, so please be extra careful. In those circumstances the 2-second gap may be too close. If you are driving in an area with intermittent shade and sun see how easy it is to lose sight of an oncoming vehicle. Consider putting on your headlights as it may assist an oncoming driver who is driving into the sun in seeing you.

Enjoy the summer and happy motoring

Paul Wallace-Stock - Chairman

Have you tried out our new, stylish, modernised website



<http://www.guildford-iam.org.uk/>

Try it out for up to date Group information

Thank you to everyone for your prompt return of Membership fees, and best wishes for the Summer.

Dear Gerry

A short note to let you know that I passed my IAM test today. My examiner was Hugh Jones and the test route was in the Reading area. He took care to put me at ease and gave me the opportunity to drive as well as I could, which is the best I could have hoped for.

Many thanks to you and the other observers Paul Ridge, Doug Jordan, Malcolm Walsh, David Penson, G Philpott and Tim Lyon for your time, expertise and encouragement.

Best wishes

Peter

● ● ● | Public Assessment Drives at Spectrum



The really new technology this year comes in the headlights on the Chrysler 300CC. Called SmartBeam by its developer, it switches on the high beams when needed, something U.S. drivers do only about 25 percent of the time. SmartBeam uses forward-facing CMOS image sensors, effectively a camera on a chip, built into the interior rear-view mirror. The technology keeps the lights switched on until it detects either the headlamps of oncoming vehicles or the taillights of vehicles ahead, then switches to the low beams. To avoid distracting approaching drivers, the system fades the high beams on and off. The SmartBeam system will be fitted to BMW's 5, 6, and 7 Series models in Europe.

Night Vision uses a Far Infrared (FIR) thermal imaging camera to 'see' heat-emitting objects. BMW's Night Vision creates an image of pedestrians, animals or other heat-emitting objects at distances of up to 300m – twice the range of Xenon headlights. The 'lit' images are then projected onto the iDrive screen. The images shown are only those that emit the most heat and so stand out far better in a driver's peripheral vision. The system means drivers do not have to take their eyes off the road and it is particularly effective on long stretches of unlit road or motorway.

Motorists could be forced to drive with their headlights on during the day under plans to be considered by the European Commission. The move would mean the rest of the European Union following Austria, which will next month become the first West European country outside Scandinavia and Iceland to make daytime use of dipped headlights compulsory. The commission has yet to decide whether to back the proposal; if it does, the measure could become law across the EU by 2010.

Daytime use of headlights was first made compulsory in Finland in 1972. In the UK, imported Volvos with their lights permanently on also became a familiar sight. The countries that followed Finland's lead included Iceland, Denmark, Norway, Sweden, Hungary and Canada. Others, such as Italy and Israel, require headlight use in certain conditions, while motorists are advised to use them on French motorways.

I have recently had the opportunity to test drive a Toyota Prius. This is what is termed a hybrid vehicle. This means that it is powered by a combination of petrol engine and electric motor. It uses a conventional 1.5 litre petrol engine assisted by an electric motor. Batteries are slung underneath the car to power the electric motor.

While electrically powered cars have been around for a long time the problem has always been the range of the vehicles. The batteries needed frequent charging and really the vehicles were only suitable for short-range city journeys. Hybrid cars are different.

In a hybrid car, the batteries do not need to be recharged by plugging into an external power source. The batteries are charged as the car moves along – principally as the car slows down under braking – a term referred to as ‘regenerative braking’. The Prius includes a panel in the centre of the dash that indicates where the power is being generated from and also indicates the battery charging process as the car slows down.

At very low speeds – up to about 10mph – the car is powered by the electric motor. If forceful acceleration is used then the petrol engine and electric motor act together to give extra power. For normal city driving the electric motor powers the car. This leads to the vehicle returning better fuel consumption in city driving than country driving – 52mpg is claimed for city driving. This falls to a combined mpg of 48. While this rate of fuel consumption is bettered by many diesel cars the Prius has one key advantage – it’s Co2 emission level is extremely low – 114g/km.

Driving the car is exactly the same as any normal car, although the general feel and handling were too light for my taste. There are, however, some differences that take some getting used to!

When the electric motor powers the car, as it does for much of its time in town, it is extremely quiet. As a result the radio that appeared at normal volume in the country is now blaringly loud. Even more eerie is that when the car is stationary at traffic signals or in traffic jams the

engine and motor cut out. The first time this happened, I thought the car had stalled and tried to restart – not a good idea! In other respects the car is fairly conventional, although the use of CVT transmission with steering mounted control is a little unusual for a small family car marketed in Europe. There is a dash graphic display that can be switched to show fuel consumption or the mechanism by which the car is powered at any point in time. This latter display is fascinating to watch but once you have determined the various combinations of petrol engine only with batteries being charged, engine and motor powering car or motor only powering the car it loses its appeal and becomes an unnecessary distraction. It can distract from concentration on the road ahead and I turned it off after the first couple of hours. I suspect that if hybrid cars become less of a novelty such gimmicks will not feature on future cars.

Whether this type of vehicle will catch on, only time will tell. However, Toyota sold 35000 such cars in Japan between its launch in 1999 and 2003. They are also committed to putting the technology into other models – including MPVs. They clearly believe that hybrids have a future. Honda have also produced a hybrid cars, the now discontinued Insight and more recently the Civic IMA. The Insight was a two-seater coupe type car – with lurid colours to match. It aimed for a sportier image than the Prius and, with a 0-60mph time of 12.5 seconds against 13.6 for the Prius, it was slightly faster, although no racing car. However, the usefulness of the Insight was marred by putting the batteries where the boot should be and so there was only space for a very limited amount of luggage. The more recent Civic IMA is a more direct rival to the Prius, being a proper full size saloon. It also has performance to match the previous Insight and can achieve 58mpg.

With the Japanese manufacturers innovating and leading the way on this technology (now there's a change) time will tell if hybrids are the way of the future. Currently the cars are being subsidised by the manufacturers and so are cheaper to buy than their cost of manufacture. Clearly this situation cannot be sustained for a long period.



It's that time of year again when we offer our associates, members, friends and family the opportunity to attend a Skid Control course. Anyone can participate; you don't have to be an advanced driver or even a member of our group.

The courses are fun and a great way to learn what to do (and what not to do) if you find yourself in a skid. The courses are run by an excellent organisation in Goodwood called “**Skid Control**”, with whom we've worked for many years.

Each course lasts around two to three hours and usually has one or two instructors and vehicles.

Bookings

Bookings can be made by:

Phone – Call me on **07999 063190** (leaving a message if necessary). If leaving a message, please state your full name, telephone number and how many people you are booking for (**maximum of 12 people per course**).

Email – Email your booking to skidpan@guildford-iam.org.uk stating your name and the names of any other people you are booking for.

Website – You can book online by visiting the following address: <http://www.guildford-iam.org.uk/skidpan> or follow the instructions on the home page of the site.

Cost

The course costs **£40** per person, with a maximum of 12 people being allowed on the course at one time.



Payment should be made by sending a cheque made payable to “**Guildford Advanced Motorists**” for £40 x the number of people booking, to:

Tony McArdle
Guildford Advanced Motorists
139 Britten Road, Brighton Hill
Basingstoke, Hampshire
RG22 4HW.

Once we have received cleared payment for a booking, places will then be confirmed.

Cancellation policy

In the past, the group has actually lost money due to people cancelling their attendance on courses at very short notice. To avoid this re-occurring, we must insist that there will be **NO REFUNDS** given for cancelling attendance at any course. The group still has to pay the full amount for each course regardless of how many attendees don't go. This also applies to anyone changing course dates. However, if anyone cancelling or changing their course can find someone to replace them, then obviously, no money will be lost.

The remaining course date (Sunday at 01:30pm) is:

30th July 2006

Full instructions for travelling to the course will be sent to you once a booking has been confirmed.

Tony McArdle - Webmaster

Three Senior Observers from Guildford IAM Group, Steve Osborne, Gerry Raleigh and Paul Whitehead, were involved in this study. We also thank the associates from Guildford who participated.

How Advanced Driver Coaching Improves Safety-Critical Attitude, Knowledge and Skilled Behaviour.

The Institute of Advanced Motorists (IAM) has been working in partnership with Brunel University, conducting a scientific study into the effectiveness of its advanced driver coaching programme. Clearly, the more that driver behaviour, and what affects it, can be understood, the more opportunities that emerge for working towards road safety. This, then, is the motivation for conducting a rigorous study into whether ‘practice makes perfect’ in terms of driving ability, or whether advanced driver coaching is needed to *really* impact on how people drive. Previous research consistently cites the benefits of advanced driver coaching, but there remain gaps. It is these gaps that this focused and detailed research project sought to address.

During a 15 month study, 75 drivers were subject to over 650 hours of observation at the wheel. In order to ‘isolate’ the effects of IAM driver coaching, there was one group of 25 drivers who participated in the full IAM coaching programme, compared against two other ‘control’ groups (2 x 25) of ‘normal’ drivers. This methodology makes it possible to determine whether changes in driver attitudes, knowledge or skill arise because of the simple passage of time (i.e. whether ‘practice makes perfect’), whether they arise by virtue of the fact that drivers are being accompanied (i.e. the attention given to them changes their behaviour), or indeed, whether it is the *specific* effect of IAM coaching. It is possible to go further. In experimental terms, the drivers who took part in the study were ‘matched’, allowing the effects of IAM coaching to be isolated from other extraneous factors. As a result of the participant matching it is possible to state that the effects are *not* a result of differences in age or gender, because the age of drivers in the study ranged from 22 through to 65, and 21 were female. Nor are the effects a result of

experience or annual mileage driven, because overall, all the groups drove on average 13,000 miles and had between 4 and 44 years experience.

Attitudes, knowledge and skills are major determinates of driver safety, and formed the guiding principles of the study. Attitudes, knowledge and skills were assessed using questionnaires, interviews and live observation of driving, both at the beginning and at the end of the study. In the intervening period, drivers were either given full IAM coaching, were merely accompanied as they drove (with no coaching given), or else time was allowed to elapse before they were measured again.

The group of drivers who received the IAM coaching significantly improved on attitudes, skills and knowledge. In general terms, the simple passage of time, and the effect of being accompanied, led to little or no changes. In fact, in many cases, any favourable effects of being accompanied (or of time) wore off for the normal drivers, and some areas of behaviour became significantly worse.

In terms of attitudes, drivers were measured according to the concept of 'externality'. Previous research shows that externality "is related to a lack of caution and to involvement in fatal accidents". The IAM coached drivers scored 60% lower compared to the control groups of 'normal drivers'. This means that IAM coached drivers' exhibit significantly less of the attitudinal concept that is related to fatal accident involvement; put simply, IAM coaching changes driver attitudes.

The IAM coached drivers also had better situational awareness. Problems with situational awareness are the most common form of error while driving, in fact, "poor situational awareness can be attributed to more accidents than improper speed or driving technique". After receiving IAM coaching, drivers were able to develop 30% more knowledge of the driving environment, and 60% of that knowledge was 'different' to when they started the coaching

programme.

Attitudes and knowledge contribute towards driving skill. The findings of previous research suggest that advanced drivers have fewer accidents. A large part of this derives from more skilful and appropriate driving behaviours. In the current study, the drivers given the IAM training improved their skill level significantly. Nine key areas of behaviour improved. They included, amongst others, a more systematic driving technique, more appropriate speed and following distances, more use of mirrors, improved cornering and improved gear changes. The control groups (who did not receive IAM coaching) actually became worse in a number of behaviours (presumably as any favourable effects of being accompanied, or the passage of time, wore off). The effect of IAM coaching is, demonstrably, to improve driver skill.

This is the first research of its kind that isolates the specific effects of IAM driver coaching. It is also a show of confidence on the part of the IAM to subject their coaching programme to independent scientific scrutiny. Based on the results of this study, their confidence is not misplaced. Whilst the driving performance of those who did not receive coaching was erratic, those who were coached showed systematic improvements in the three main areas of driving: attitude, knowledge (or situational awareness skills) and skill. These three areas are inter-dependent; when all three are improved, a driver is likely to be safer. In other words, a driver who is more skilled, has more situational awareness and sees safe progress as being within their personal control, is a safer driver.

**Professor Neville Stanton, Dr Guy Walker, Tara Kazi MSc and
Dr Mark Young.**



Beware of Carjacking

Car jacking is becoming an increasing problem because modern cars are now fitted with immobilisers that prevent the old form of 'hot wiring'. It is generally now impossible to drive a car away, if you are not in possession of the keys. Carjackers therefore now need to steal the keys before they can steal the car.

The ideal places for a carjacker to strike are:

- Places where cars naturally have to slow down.
- Major junctions controlled by traffic lights.
- Petrol garages and car parks.
- Car washes – maybe when you get out to screw back your aerial.

Residential driveways and streets as people get into and out of their cars.

There are also other techniques of getting hold of your car. One such method is called "Bump and Rob". A car will "bump" into your rear end as you slow or stop in traffic. You get out of your car to check the damage and exchange names and addresses. As you are talking, the driver's partner who has come from another car nearby or who was one of the passengers jumps in your car and drives off before you have noticed what is happening. The person who has just bumped into you then offers to help and gets in to his car to 'chase' the car thief, which means he gets to leave the scene as well.

If you are not sure about someone hitting you from behind drive to the nearest Police Station to report the matter there.

On the following pages is some useful advice from www.carjacking.co.uk. Ultimately the advice boils down to the most important part of advanced driving: being aware of what is around you and always asking yourself "What If?!". A good driver can usually predict what other drivers will do, so if something unexpected occurs you should be suspicious.

What can you do to stop being robbed

- When you get in to your car, lock all of the doors, and keep them locked until the end of your journey. Make sure that your boot is locked also.
- When you stop in traffic always stop far enough away from the car in front that you can pull round them and drive off if you need to in an emergency.
- If you're bumped by another car, look around before you get out. Make sure there are other cars around, check out the car that's hit you and look who's in it. If the situation makes you uneasy, memorize or write down the car's registration number and description; signal the other car to follow you and drive to the nearest police station or to a busy well-lit area.
- If you do get out of the car, take your keys, purse or wallet with you and stay alert. If you have written down the other cars registration take that also, if you leave it in the car they will drive off with it!
- **NEVER** leave your keys in the ignition if you have to get out.

Getting In

- Walk with purpose and stay alert, do not look like a victim.
- Approach your car with the key in hand.
- Look around and inside the car before getting in.
- Be wary of people who try and speak to you, asking for directions, the time or handing out fliers.
- Trust your instincts - if something makes you feel uneasy, get into the car quickly, lock the doors, and drive away.

Out on the Road

- Keep your doors locked and windows rolled up (at least part-way, if it's hot and you don't have air conditioning), no matter how short the distance or how safe the neighbourhood.
- When you're coming to a stop, leave enough room to manoeuvre

around other cars, especially if you sense trouble and need to get away.

- Avoid driving alone. Go with someone whenever possible, especially at night.
- Don't stop to assist a stranger whose car is broken down. Help instead by using your mobile or driving to the nearest phone and calling the police to help them.

Getting Out

- Park in well-lit areas.
- Avoid parking near obstructions, woods, large vans or trucks, or anything else that limits your visibility, or near something that somebody can hide behind.
- Never leave valuables in plain view, even if the car is locked. Put them in the boot or out of sight.
- Try to park in a garage with an attendant.
- Even if you're in a hurry, look around before you get out and stay alert to the surroundings.

If It Happens to You...

- If the carjacker threatens you with a gun or other weapon, give up your car. Don't argue. Your life is worth more than a car.
- Get away from the area as quickly as possible.
- Try to remember what the carjacker looked like - sex, race, age, hair and eye colour, special features, clothes.
- Report the crime immediately to the police.
- Remember an insurance policy will replace your car; it will not bring you back from the dead!

Source: CarJacking.co.uk

Guildford and District Group of Advanced Motorists
Income and Expenditure Account
for the year ended 31st March 2006

	2004-2005		2005-2006	
	£	£	£	£
<u>Income</u>				
Membership Subscriptions	1,035.00		984.50	
Associate Fees	1,369.00		3,618.00	
Interest	206.36		235.38	
Gifts	272.50		119.50	
Sundries	920.00		1,362.00	
		3,802.86		6,319.38

Expenditure

Post & Telephone	(282.72)		(496.54)	
Printing & Stationary	(248.02)		(444.41)	
Newsletter	(1,219.86)		(1,017.00)	
Room Hire	(45.60)		(167.00)	
Barrier Expenses	(150.00)		(165.00)	
Insurance	(249.00)		(50.00)	
Book purchase	(96.29)		(259.91)	
Sundries (1)	(1,167.76)	(3,459.25)	(2,073.45)	(4,673.31)

<u>Excess of Income over Expenditure</u>	<u>343.61</u>	<u>1,646.07</u>
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1. Sundry Expenditure

Region 2 Contribution	(52.00)		0.0	
Surrey County Show	(400.76)		(178.00)	
Skid Pan	(715.00)		(1,081.01)	
Membership Event	0.0		(598.15)	
Senior Observer Fee	0.0		(30.00)	
Observer Maps	0.0		(93.60)	
Committee Expenses			(92.69)	
		(1167.76)	(2,073.45)	
	-		-	

Guildford and District Group of Advanced Motorists
Balance Sheet at 31st March 2006

	2004-2005		2005-2006	
-	£	£	£	£
-				
-				
-				
	<u>ACCUMMULATED RESERVES</u>			
-				
Accumulated Reserves - Brought Fwd		7,413.22		7,756.83
Add Excess Income		343.61		1,646.07
Accumulated Reserves Carried Fwd		7,756.83		9,402.90

REPRESENTED by

National Savings Account	7,095.08	7,329.16
Current Account	515.75	1,090.00
Cash in Hand	-	255.00
Pre-payment for Hall Hire	-	85.00
Float	60.00	60.00
Pre-Payment for Surrey County Show	91.00	599.74
	7,761.83	9,418.90
Less Adv Receipt of Member Fees	(5.00)	(16.00)
	7,756.83	9,402.90

REPORT OF THE AUDITOR

TO THE GUILDFORD AND DISTRICT GROUP OF
ADVANCED MOTORISTS

I have examined the Income and Expenditure Account which shows an excess of income over expenditure of **£1646.07** for the year ended 31 March 2006 and the Balance Sheet at that date. I confirm that they are in accordance with the books and records of The Guildford and District Group of Advanced Motorists.



Unfortunately, the names of those who have recently passed their Advanced Driving Test were not available when this edition went to print, but do not worry, as all those who have recently passed will be mentioned in the next edition of this newsletter.

We welcome ...

Laura Brewer	Paul French	Bilal Raja
Simon Brewer	Sam Goodwin	David Romaine
Heather Broda	John Hunt	Trevor Smith
Lavinia Browne	Geoffrey Johns	Lester Stares
Douglas Charlick	Caroline Jones	Adam Tarpey
David Costello	Christine Ketteringham	Victoria Tombs
Sharon Crawley	Georgina Kuhl	Andrew Tomkins
Danielle Dibbens	John Le Sueur	Mary-Claire Travers
Raymond Elsam	Fraser McIntyre	Andrew Walker
Nigel Everett	Danny Mehta	Russell Widdows
Ross Franklin	Richard Mehta	Martine Wilson

... to the Group and wish them the very best with preparing for their Advanced Driving Test



OBSERVED RUN STATISTICS

Month	Numbers Booked	Cancelled in Advance	Failed to attend	Runs conducted
March	65	14	6	45
April	69	14	8	47
May	66	9	7	50
Jun	66	18	9	39

Do try and make your booked run so that we can help more drivers!

**DO YOU HAVE A
FRIEND OR RELATIVE
WHO WOULD BENEFIT
FROM OUR ADVICE
AND GUIDANCE?**



**IF SO, PLEASE PUT THEM IN CONTACT
WITH CHRIS HUGHES. CONTACT
DETAILS ON INSIDE BACK PAGE.**