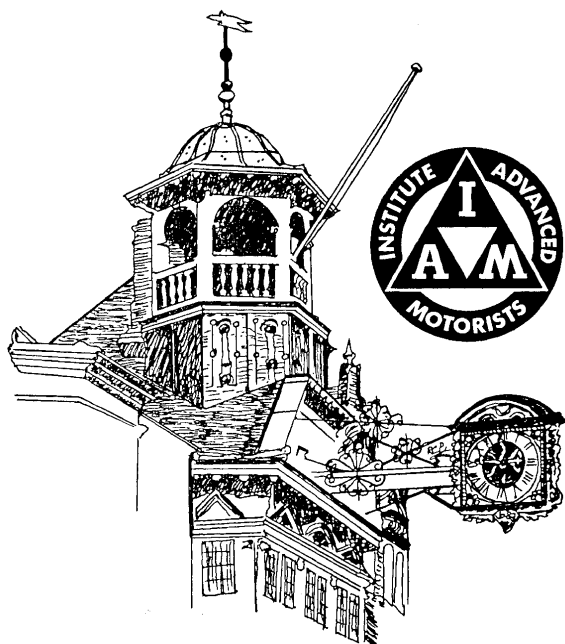


GUILDFORD & DISTRICT GROUP OF ADVANCED MOTORISTS

Registered Charity No 1051069

NEWSLETTER

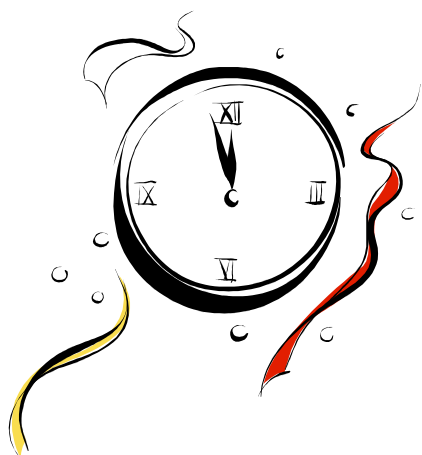


In this issue:

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Winter 2006/07

www.guildford-iam.org.uk



Happy New Year!



INFORMATION

Data Protection Act

Members and Associates are reminded that your 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 Spring edition is 2nd March 2007.

We wish you the compliments of the season and a prosperous and safe New Year.

KEY DATES

Observed Runs

Sunday runs 2007 All 3rd Sundays this year

21 January
18 February
18 March
15 April (Easter is Sunday 8th April)
20 May
17 June (Father's Day)
15 July
19 August
16 September
21 October
18 November
16 December

Committee Meetings – Ripley Small Hall

Thursdays between 8pm and 10pm

4 January
1 March
24 May
5 July
6 September
1 November

GROUP OPEN MEETING Ripley Small Hall – see inside for details

Saturday 10 February 9.30am – 1pm

AGM & Observers Meeting – Ripley Large Hall

Saturday 8 September 8.30am – 1pm

Printed by:

Cherrill Print 295-297 Brighton Rd, South Croydon, CR2 6EQ tel. 0208 681 7147

Third Sunday of each month at 9.15am, 10.30am and 11.30pm

Guildford Borough Council, Woking Road Dept, Guildford.
Telephone 01483 564814 on Sunday from 09:00 to 13:00

Appointments for Observed runs -
contact the Chairman on 07817 490 446 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
 - Copy of 'How to Be an Advanced Driver' book
 - Copy of 'The Highway Code'

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

DON'T FORGET! Associates aged 25 years and under enjoy a discount of

- ❖ £10 off the Associate fee
- ❖ £10 off the IAM fee

- that's all the benefits of IAM training for only £65!

Help a younger driver be a safer driver – pass on our details!



WELCOME

Hello and welcome to the first 2007 issue of the Guildford IAMs newsletter.

I'm delighted to take on the role as I have enjoyed many years reading the Newsletter and I am privileged to be given the opportunity to contribute.

As always, member feedback and contributions are very welcome, and you can contact me via the website.

Over the issues to come, I hope I can uphold the excellent quality of our publication set by James Hopper.

Yours sincerely,
Louisa Wright-Wastell

CHAIRMAN'S REPORT DECEMBER 2006

Back in October 06 I thought I had better put pen to paper as I would be out of the country for most of November and our new Editor would not thank me if my piece is late. On that note I would like to welcome Louisa Wright-Wastell who has taken over the role of Editor. I wish her success in continuing the development of the newsletter and I urge you all to do your bit to help Louisa and provide some copy for her to use in the newsletter. This means that we are saying goodbye to James Hopper who has been the Editor for the past 3 years. During that period the newsletter has improved in presentation and content and our thanks and best wishes go to James for the future.

I often say to Associates that being an Advanced Motorist will not prevent you having an accident, but the chances are that the consequences of such an accident will be reduced. Unfortunately I have had first hand proof of that fact. Picture if you will a country lane, wet road with tree debris. Coming towards me, downhill is a 4x4 with cow pushers on the front (I can never understand the need for these in this country). As the road was narrow I pulled over onto the grass verge and stopped. I then watched the other driver brake hard, go into a 4-wheel skid and slide gracefully into the side of my vehicle whilst madly turning the steering wheel to no effect. Apart from writing off my car two things came out. Firstly, you should always be able to stop in the distance you see to be clear and secondly, if the other driver had been on a skidpan course this accident need never have happened. Each summer the group organises skidpan courses and I would urge all of you who have never done one to have a go. It is good fun and you will learn skills, which will be to your advantage. Remember; if your wheels lock up and you do not have ABS, you have no steering so get your foot OFF the brake.

Oh dear, the saga of speed cameras is set to run and run. We have known for years that it is not speed as such which causes accidents but inappropriate speed. 75 mph on a dual carriageway at 2 am is probably a lot safer than 25 mph past a school at 3.30 pm. In theory, if we all drove responsibly with full awareness of the conditions then speed limits would be unnecessary. But sadly, the real world is not like that. If we accept that speed limits are a necessary evil to protect us from ourselves then it follows that they must be enforced. Is a speed camera really the best and safest

CHAIRMAN'S REPORT 2006 CONTD.



way of ensuring compliance? I am sure we have all seen the driver who suddenly spots a speed camera and brakes sharply. Not only can this be dangerous but also it fails to solve the problem as that same driver then speeds up after the check. Whilst some drivers will always wilfully ignore any speed limit, I am sure most speeding drivers are caught through inattention. Recently I have seen increased use of signs, which indicate the speed limit if you are exceeding it. I believe this is a much better way of reminding drivers of the limit and are better at achieving the aim of slowing speed to a safe level. Of course the increased presence of uniformed police on the roads is perhaps the best and most flexible deterrent but then we get the service we deserve or are prepared to afford.

On a lighter note, a friend recently visited America and whilst there went on a car journey with an American friend. Once on the freeway the driver switched on the cruise control and then tucked up their legs on the seat and sat on them. May have been comfortable but what about the BRAKES! Of interest: Cruise Control is banned on Belgium's motorways during busy periods.

With the New Year fast approaching, make a resolution to drive that little bit better and to develop your driving skills even further. Can you still give a fluent commentary, and is your positioning and observation up to standard?

Finally, may I wish you all a very happy, prosperous and safe New Year.

Happy motoring,

Paul Wallace-Stock
Chairman

STOP PRESS!

The Guildford IAM Group Open Meeting will be held on Saturday, 10 February, Ripley Small Hall 9.30am – 1pm

Open to ALL Associates and Members!

- ❖ Guest Speakers on:
 - New Road Signage (Gerry Raleigh)
 - Minibus Driving Tips (Kevin LeGrand)
 - Life Without Road Signs and Traffic Lights (Paul Wallace-Stock)
- ❖ Drinks
- ❖ Refreshments

Meet other group members and swap stories and tips!



SECRETARY'S REPORT – 2006

2006 was the 50th Anniversary year of the IAM. There has been a lot of activity through the year, with some additional effort to support the IAM anniversary activities and continued success in guiding people towards their IAM test. My review of the past year is as follows – we have all been particularly busy!

Committee Activity



Your committee has been relatively stable during the year, and we retain a core of dedicated volunteers, many of whom have more than one role as well as a full time job. We formally welcomed Elizabeth Nelson Walker to the committee as our Membership Secretary, and she has also started that thankless task of taking and producing the minutes of the committee meetings. I am very pleased that she has been able to step into this additional role as well as ensuring that all the membership details are up-to-date and the newsletter labels are printed for each issue.

Our web master, Tony, has revised and refreshed the site during the year and we now send out a number of newsletters and other communications electronically, linked to the web site where possible. As the computer age takes hold in almost all households we will undoubtedly see a rise in the number of electronic communications, although I still like to see the printed newsletter come through my door. Other uses of the website such as booking for the skidpan sessions and urgent news items that miss the newsletter publication date make this an attractive additional communications channel. Check out <http://www.guildford-iam.org.uk/>

Observer training has been progressing well, with Kevin overseeing the Observer team and Richard Pelling assisting him with training new recruits. We have had a number of new Observers complete their training, so the team remains at a good level with new Observers to support those stalwarts who have been with us for some time. A more formal Observer Training scheme was launched by Head Office in the summer and we are testing this to see if it works before we use it for all new Observers. We have also had a number of observers take and pass the IAM Senior Observer test and this has raised the professional standards of the Observer team.

Region 2 and Head Office

A new Region 2 Co-ordinator was appointed in the spring. Trevor Pembroke comes from the Basingstoke Group and he has made contact with us, but we have not yet been able to persuade him to visit us. With 28 groups in the region to get round, we understand that he will be busy!

We supported the IAM National Conference in October 2005, and the Regional Forum. Paul Gillett, Divisional Council Member, was able to join us for a committee meeting. The conference is a great opportunity to see how the IAM operates at a national level and a chance to meet the people at Chiswick who run the various departments of IAM Head Office. Communications between the groups and Head Office remains busy, with a letter, e-mail, news release or other message coming through regularly. Most of the HQ literature was revised and reprinted this year and incorporates the 50th anniversary logo. Nigel Mansell was installed as the new



President of the IAM and he has added his considerable motoring presence to the IAM activities, as well as passing his IAM test (along with his sons).

The work done by three Observers to support the Brunel University research was concluded this year and it enabled Head Office to publish some scientifically based papers on the benefits of Advanced Driving. The reports were widely circulated in the press to coincide with the start of the 50th anniversary year. It will come as no surprise to members that those who prepare for the IAM Advanced test are much more likely to avoid incidents on the road, but the proof had not been established until this research was complete.

Associates

We have managed to keep the waiting list at a manageable level again this year. However, we still need Associates to help us as much as possible and attend for their pre-booked appointments or let us know in plenty of time if they cannot. Over 60 people are booked for each Sunday meeting, all well in advance, and yet we still have a high number of cancellations and 'no-shows' each month. We now publish the numbers of non-attendees in the newsletter to try and 'remind' people that they have made a commitment to us and we really would like them to attend!

Associates come to us from all walks of life and at all ages. We had a number of Surrey Police recruits join us over last winter and we continue to see a small number of younger drivers who will take advantage of the discounts offered to them. Additionally this year we received a nice bonus from a past committee member and secretary, Kevin Farquharson. He decided to sponsor two young drivers for half the cost of their IAM 'Skill for Life' package and the Group has agreed to fund the other half. This means that in the autumn we will be able to have a prize draw to refund the SfL fees to two under 26 drivers on the condition that they actually take their advanced driving test! We are grateful to Kevin for his kind offer.

Observed runs and Tests

Sunday runs continue to provide the monthly meeting format, and they are the focus of our activities. The reduced waiting list has led to greater throughput this year and hopefully more satisfied customers. As last year, we are still bemused by the large number of people who accept some advice and find new driving skills only to refuse the test at the last minute and drop out of the system. We have consulted Head Office on this point and received some advice, plus the good news that 4 people had actually passed! We will continue to address this issue to see if we can improve the test results.

This year we recorded 37 active observers and 114 new Associates. We believe that over 60 passed their test during the year but we do not know what happened to all the rest!

Marketing

This year we held two major events, both in May. The first event was our contribution to the IAM 50th Anniversary to offer free assessed drives to the general public. Despite widely advertising this event and getting radio coverage and a



SECRETARY'S REPORT – SEPTEMBER 2006 CONTD.

mention in the local press, we only managed to attract 59 drivers. Nevertheless, this was a very successful day and it had the added benefit of attracting help on the day from past members who were willing to greet the public at the Spectrum sports centre and discuss the benefits of IAM membership with them. It was good to meet some new faces and we thank all those members who turned out to support us.

The second event was our usual plot at the Surrey County Show on May Bank Holiday Monday. This year we took advice from the comments made previously and booked a much larger plot. We were able to share the costs with the Surrey Police who provided three driving instructors from the Surrey Police Driving School at Mount Browne and a number of other officers to talk to the public. We also extended the invitation to our colleagues at the Wey Valley motorcycle group and the Thames Vale Motorcyclists. This meant we had bikes on the plot to attract the two wheel motorists as well as the car drivers. The day was reasonably fine (mostly!) and we had the benefit of the new IAM caravan; we also were able to provide all the stand staff and observers with new IAM jackets and we had plenty of promotional material to give away. Many thanks to all that helped out on the day. We sold four Skill for Life packages and made a significant number of useful contacts.

Continued efforts to place leaflets in retail outlets seem to have been successful, and we have a number of garages that have agreed to help us. Our thanks to them for their support – we are getting new Associates from a number of sources now.

Activities

In the autumn we were able to visit the Surrey Police Driving School in Guildford for 2 lecture sessions and these proved popular with nearly 100 people attending. Also we were able to offer many of the observers a ride out with a Police Driving Instructor to see the professionals in action and discuss the finer points of the 'system of car control' with the experts. This sort of continuing development is vital for the observers so that they keep in touch with the latest developments in driver training, and we are grateful to the Police for making the time available for these activities.

We hold our annual Observer meeting in February each year and this is open to all members and Associates. This year Paul Gillett, came to give a talk on the activities of the Council of the IAM and Robert asked us all to consider our marketing and recruitment activities in his talk. These events are always popular and well attended and we look forward to welcoming more members in the future – look out for the date in the newsletter.

We also managed to get a number of observers and committee members together for a post Christmas meal in January and this was very successful. If you would like to organise something for fellow members or you need us to assist with an event you are involved with we would be pleased to hear from you. Skid pan sessions remain popular, so this activity will continue in future. We also have members who are able to visit groups and provide lectures on advanced driving, and a number of these were provided during the year.



Vote of Thanks

The annual report would not be complete without a big 'thank you' to all those who make the group as successful as it is. John Murphy stands on the gate at Bellfields yard in all weathers to greet you, and never complains! Gina and Christine sit at the desk each month and manage all the appointments and paperwork, keeping the Observers in control and looking after the Associates. All the Observers turn up voluntarily each month to take people out and help them improve their driving skills, and the committee keep the whole thing together, running as a well oiled machine! Thank you to every one who has helped us during the year, and particularly to my fellow Officers for their continued support.

I am sure that there will be someone out there who would like to take over the reins as Secretary of the Group so I would like to offer my services for one more year only and stand down from the committee before the next AGM in September 2007. Thank you all for your support over the last few years.

Paul Whitehead
Secretary

SITUATIONS VACANT

Front Desk Manager

Are you cheery, friendly and good with people?

Then the Front Desk Manager post is for you!

Only one Sunday a month, to ensure Associates are allocated to an observer.

Group Secretary

Following many years' faithful service with the Guildford Group, Paul Whitehead will be stepping down from the Secretary's post in September 2007.

The position is the main contact point between IAM HQ and the group, and also deals with all internal and external correspondence for the group. Most of the work is done on e-mail, and it takes up approximately one hour a week on average. There is a committee/minutes secretary to deal with the meetings, so there are no minutes to type up! Would suit someone who has an eye for detail and is good at general correspondence and administration, with relevant computer skills and access to a suitable computer and e-mail. The Secretary is an Officer of the committee and therefore has certain responsibilities in respect of the management and good conduct of the group and liaison with the charity commissioners.

If you are interested in either of the above two posts, please contact Paul Wallace-Stock on 01252 519 355 or via the website.



NEWS & THIS ISSUES 'TOP TIP...'

Nigel Mansell Presents Top Road Safety Award

Mrs Sue Wright, a Hampshire woman whose work has centred on helping young drivers, is the winner of this year's Dominic Fox Award from the IAM.

Nigel Mansell OBE, the IAM President, presented the trophy - the IAM's most prestigious external Road Safety prize.

The presentation took place at this year's IAM National Conference in Alton Towers, where more than 300 delegates from IAM groups across the UK saw former F1 racing legend Mansell make the presentation.

For several years, Mrs Wright ran the Momentum Programme - a pre-learner driving course - for the Youth Clubs of Hampshire and the Isle of Wight. Mrs Wright, who is married with three grown up children, was nominated for the award by the charity UK Youth.



The IAM Dominic Fox Award seeks to acknowledge and celebrate outstanding road safety work, particularly activity that has directly or indirectly contributed to saving lives of young drivers and riders.

"The tragically high death and injury toll among young drivers has been a feature of the road casualty statistics for far too long," said IAM Chief Executive Christopher Bullock.

"It is only through bold, creative initiatives in the education of young drivers that this awful trend can be halted," he said.

"I am delighted that Sue Wright has been able to make such a valuable contribution over the years through her work on the Momentum Programme."

Nigel Mansell also presented a £500 cheque for Mrs Wright's road safety work, and a specially engraved silver Armada dish.

TOP TIP: "BLUES AND TWOS" – HOW TO REACT TO EMERGENCY VEHICLES



Deciding on what to do when you hear an emergency vehicle approaching can be a dilemma. Do you stay where you are and potentially block the progress of an emergency vehicle? Or do you move into a position that may put you or other road users at risk?

Unfortunately, some drivers over-react to emergency service vehicles travelling on "blues and twos" (blue lights and two-tone horns.) This is often because they don't hear or see the emergency vehicle until it is very close, and then take drastic action to get out of the way.

Don't panic and just brake. It's natural to want to react, but instinctively putting your brakes on immediately in front of an emergency vehicle doesn't help: It slows the progress of the emergency vehicle and jeopardises other road users.

Think about where you are on the road. You should deal with the problem in the same way that you deal with any other potentially hazardous driving situation. Observe and plan: what is the safest option available to you? You must sacrifice everything for safety, but never sacrifice safety for anything else - not even facilitating the progress of the emergency service vehicle.

Don't cross red traffic lights or speed to get out of the way. The emergency driver has training and legal exemptions that you don't have. Bus lanes and box junctions can be problems too, but let them resolve the law - not you.

If you are moving it may well be that you can continue at a reasonable pace and the emergency vehicle can follow you out of a pocket of congestion (such as a blocked one way system.) In that scenario, attempting to pull over too soon, or slow down, might just cause a needless obstruction and so hamper the progress of the emergency vehicle.

“You must sacrifice everything for safety, but never sacrifice safety for anything else”

Indicate your intentions clearly. Don't pull in opposite other obstructions, such as centre bollards. If you are thinking about pulling over across a junction or outside a school or factory, you may be unwittingly preventing the emergency vehicle reaching its destination. And do think about where you are asking the emergency driver to overtake you - on the brow of a hill or a blind bend can be placing him or her in a very difficult position.

Especially at this time of year, with increased traffic, more hazardous weather and road conditions, the risk of drivers suffering the effects of tiredness (and unfortunately, in some cases, alcohol) it is particularly important to remember to get out of the way as soon as you can **but do so in safety.**



THIS ISSUE'S "FOCUS ON..."

Mobility Centre, Queen Elizabeth's Foundation, Carshalton.



Anyone who missed our meeting on Saturday 30 September missed a really fascinating talk. Sue Vernon, the Centre Manager of the QEF Mobility Centre, came to Ripley Village Hall to address the Observer's meeting that preceded the AGM, and she entertained and informed us about a section of the driving population many of us might never think about.

Disabled drivers come from all walks of life and all age groups. The role of the QEF Mobility Centre is to provide solutions to the needs of people with disabilities that wish to be mobile and independent. The Foundation is a registered charity and they specialise in education, training, rehabilitation and providing mobility information for their clients. There are a number of such centres all round the UK, but the QEF centre was one of the first and has led the way in many of the currently used techniques.

A full range of disabilities can be assessed and assisted by the centre's staff. Younger clients may well have been born with a disease or disability but they need to get to work when they leave school, so the law allows specifically identified disabled people to learn to drive at 16. Clients in their 20s and 30s may have been in an accident, sometimes the result of an over-exuberant zest for adventure, and this could have left them without a limb or some brain damage. Later in life certain diseases (particularly strokes) catch up with us and could cause driving difficulties, and older drivers may simply need reassurance over a decision whether to 'hang up the keys' or not.

Many of these people will be able to get back behind the wheel, and the centre has success with a high percentage of those who seek their help. Cars can be modified and limbs and brains can be re-trained, so seemingly impossible cases often manage to find a solution. Sue is medically qualified and also an Approved Driving Instructor, so the combination of her skills makes for an accurate and professional assessment.

Medical Driving Ability assessments include physical, cognitive, visual and static car tests followed by an in-car assessment on private and public roads if safe to do so. Rehabilitating experienced drivers and learner drivers can be trained in the Centre's specialist driving school. Different vehicles may be adapted in different ways, so a wide choice of vehicles and gadgets are available for the assessor to offer to the client. Once the basic needs are identified (both medical and technical) the client can be advised how to obtain the correct vehicle and adaptations for their needs and can also be trained in the use of the new technology.

Simple tasks such as fitting steering wheel aids and pedal extensions may be sufficient for certain people. Some clients will need hand controls for all functions, and in severe cases items such as indicators and the horn can be put in the headrest

to leave a remaining limb free for other tasks. The levels of ingenuity offered by the medical and engineering teams can be quite amazing! The objective is to give the disabled driver full control over all the normal functions in the car and then train them how to use them.

The scariest device on offer is the left foot accelerator – this takes many weeks to master (have you ever tried left foot braking?) Trips into the hedge are not uncommon until the brain has been re-trained, and even then the built-in reflex action may be to stamp on the clutch pedal in an emergency, except it's not a clutch! We were not allowed to try this option, although Sue did bring along her own modified car and a number of specialised devices for us to see.

Referrals to the Centre come from many sources. Ultimately it is the driver's responsibility to tell the medical branch of the DVLA if they have a medical condition that might compromise their driving ability for longer than three months. Many will know they might have a problem because they will have been in an accident or been diagnosed by a doctor, and advice is given to them that they should re-assess their driving. But some people will knowingly or unknowingly ignore the warning signs and it may be left to those close to them to point them in the right direction. A tendency to drift towards either kerb or miss obvious signs or other road users might not just be tiredness or a temporary vision problem. The difficulty for the untrained is how to spot these issues. The Mobility Centre will cope with ease and put you right – just call for an appointment.

Inevitably these services come at a cost, but the Mobility Centre has significant charitable fund raising activities and this helps to keep costs under control. A full 4-hour driving assessment is currently around £130, and this gets a medical and technical assessment of the driver's needs from fully qualified professionals, followed by a written report which can be used for informing insurers etc.

“Please support them. Also, please look out for details of our next meeting – don't miss the next talk as it should be just as interesting and useful as this one was!”

You will not come across many obvious disabled drivers on the road since the days of the blue plastic invalid vehicles are over and virtually all current vehicles can now be modified to suit a variety of needs. However, although the disabled driver is fully competent and trained to use their modified vehicle, please give all drivers room to manoeuvre and time to react. If someone takes a long time to pull out from a junction it may be because they have limited peripheral vision or limited mobility in their head and neck, so they are just making sure!

The details of the Mobility Centre are:

Queen Elizabeth's Foundation Mobility Centre, Damson Way, Carshalton, Surrey, SM5 4NR Tel: 020 8770 1151 www.qef.org.uk/mobilitycentre



MEMBER INFO

WE WELCOME

Christine Allingham	Paul Fox	David Marsh
Gill Adriana	Paul French	Fraser McIntyre
Heather Broda	Ross Franklin	Danny Mehta
Edgar Buckley	Adriana Gill	Richard Mehta
Douglas Charlick	John G Hunt	Caroline Oakley
Charles Conlon	Martin Jenner	David Romaine
Sharon Crawley	Geoffrey Johns	Jonathan Scott
Helen Davey	Caroline Jones	Paul Scott
Martin Day	Christine Ketteringham	Trevor Smith
Danielle Dibbens	Belinda Knox	Adam Tarpey
Raymond Elsam	Georgina Kuhl	Andrew Tomkins
Nigel Everett	Simon Longman	Mary-Claire Travers
Paul Fielding	Alasdair Mcmillan	Christopher Walker
	Martin Marriott	

RECENT TEST PASSES

Our congratulations this issue go to:

Matthew Beaven	Richard Elvey
Nick Bond	Nazar El-Chamaa
Tony Bone	Sarah Fletcher
Laura Brewer	Anna Greenman
Simon Brewer	Duncan Parker
Nick Brooks	Bilal Raja
Julie Collins	Stanley Ross
Sue Collins	Gervase Summers
David Costello	Andrew Walker
Sarah Crouch	Oliver Walker
Alan Ebbage	Ian Westen

Well done for passing your Advanced Test!

OBSERVED RUN STATS

Month (2006)	Numbers Booked	Cancelled in Advance	Failed to Attend	Runs Conducted
September	65	13	12	42
October	60	5	12	43
November	56	2	10	44

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

FOR THE NEXT ISSUE:

We'd like your reviews on anything motoring related – whether it's the latest SatNav gadget or cockpit air freshener! Send in your reviews to me via the website and mark it out of 10 (10 is "The Best") and we'll get them in the next issue!

Do you have a friend or relative who would benefit from our advice and guidance?



If so, please put them in touch with Chris Hughes

Contact details on the inside back page