

NEWSLETTER

Spring 2013



**GUILDFORD & DISTRICT GROUP
OF ADVANCED MOTORISTS**

Registered Charity No. 1051069

guildford-iam.org.uk

Data Protection Act

Members and Associates are reminded that names, addresses, telephone numbers and membership details are stored on computer files to assist with the management of the group and the distribution of Guildford Group correspondence.

We do not pass your details on to anyone else.

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. Deadline to submit articles for the Summer 2013 edition is

Friday, 19 July 2013

KEY DATES

Observed Sunday Runs 2013 09:15 onwards (Third Sunday in each month)

16 June, 21 July, 18 August,
15 September, 20 October, 17 November, 15 December

Committee Meetings 2013 (Wednesdays) - Ripley Small Hall: 8pm - 10pm

3 July, 4 September, 6 November

AGM 2013

Saturday 21 September - Ripley Large Hall 10:00am – 12:30pm

Events - see details inside

4 June – Skills Day at Goodwood race track
15 June - Commentary Workshop – Ripley Village Hall, 09:30
29 June – Skid Pan training - Goodwood race track

Photographs courtesy of Group members unless otherwise indicated.



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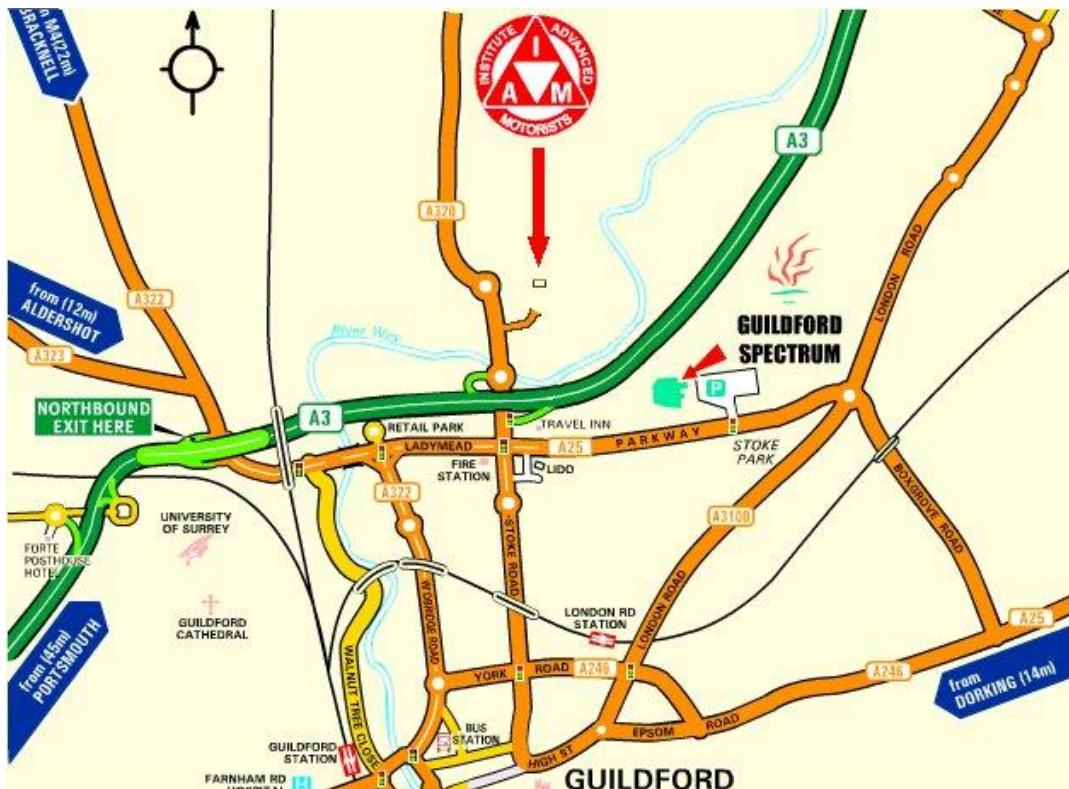


Observed Runs

These will be conducted on the 3rd Sunday of each month at
9.15am and 10.30am – refresher drives at 11:30 am
Guildford Borough Council Woking Road Depot, Guildford GU1 1QE

Telephone 07973 217785 or 07791 914031 on Sunday only from 9am to 1pm

Appointments for Observed runs - contact the Associate Co-ordinator:
07817 490 446



Skill for Life package £139

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
- ✓ the first year's membership of the Institute from the date of the first run
 - ✓ copy of 'Advanced Driving' manual
 - ✓ copy of the Highway Code
 - ✓ RAC membership for one year

Full Group Membership (whilst a Member of the Institute)
£7.50 per individual / £10 for a couple at the same address

Welcome

How long did winter last this year? We seem to have been suffering months of rain, snow wind and other dreadful weather conditions, and it appears there is no prospect of things getting any better any time soon.

One of the obvious issues arising out of so many months of cold and wet conditions is the huge number of massive potholes in our roads. Apart from the problem of trying to avoid the holes and not knowing what is below the surface of a puddle (an even larger hole), I have noticed my concentration whilst driving has had to increase considerably.

There are so many pot holes that in order to avoid them all (if you are lucky and careful) you need to be constantly looking just in front of the car as you drive along; this tactic then severely compromises your long distance vision, leading to missing the up-coming hazards along the road.

The only way to improve the situation (I believe) is to leave as large a gap as possible between you and the vehicle in front in order to give yourself as much time as possible to see the holes and steer round them smoothly. It is interesting to see the antics of following drivers as they wonder why there is a large gap in front of you and then crash through the holes that you have taken so much trouble to avoid. They also might wonder why you are 'weaving' around in the road, but this is surely preferable to the costly alternative of wheel and tyre repairs.

One other result of having such a poor road system is that overseas car manufacturers have taken to significantly adjusting the suspension settings on new models that they plan to sell in the UK. Obviously, they frequently have to change from left to right hand drive, and this involves several different components, but I have recently read that we need quite different suspension and damping settings for UK specification models.

I have to say that my Audi, despite being a very competent performer in most areas, has less than satisfactory suspension settings,

and the previous similar model, delivered in 'Sport' mode with 18inch wheels, was even more unsettled on UK roads, always preferring to be on a French autoroute or a Swiss mountain pass.

And on that subject, how can our European neighbours manage to keep their roads in such good condition. With the possible exception of Belgium, all countries south of us that have a lot of snow in the winter seem to have significantly better built roads than we do. What is the difference? Why can they do it with several feet of snow in the Alps every year, and we struggle after a week of 'light overnight frost'? Perhaps someone who knows about these things could enlighten us all?

In the meantime, we will continue to bump down the road, losing wheel trims, bursting tyres and upsetting steering alignment whilst we wait for the road repairs and the summer to come. I wonder which will happen first.

Enjoy the better weather when we eventually get there, and please keep out of the holes in the road! Drive carefully.

Paul Whitehead
Secretary

A DATE FOR YOUR DIARY

GUILDFORD GROUP AGM - 2013

Saturday 21 September - Ripley Village Hall 10:00am – 12:30pm

Your chance to talk to your committee, and maybe volunteer for one of the available roles on the committee.

There will be refreshments available and a speaker to entertain you.

Please come along and support your local IAM Group. Motions for discussion at the AGM must be sent to the Secretary at least one month before the meeting.

From the Chair

Is winter finally over? The great topic we Brits are good at talking about is the weather and it's been atrocious over the past few months. Fingers crossed it appears to be getting better. The longer and lighter evenings are here and we should take full advantage while we can.

Other than the weather, the economy has been in the news a lot, with doom and gloom across the global economy often making the front pages. Drivers in the UK are feeling the pinch as much as anyone, with increasing costs of insurance, fuel and maintenance. Despite that, or maybe because of it, the Guildford group is seeing a steady stream of new Associates coming into the system. Although not huge numbers, it is reassuring to see people still value and see the benefits of advanced driving.

When we talk to people about advanced driving and the benefits to be gained, one of the first questions generally asked is "can it make my insurance cheaper?" My response to this is "It depends. You as a driver may have written off many cars in the last five years and have many points on your license. In that case it's unlikely doing the advanced test would reduce insurance costs in the short term but in general and in the longer term yes, it may help."

I tend to follow-up with the statement that doing your advanced driving course and passing the test may actually save your life. It is a direct statement and one to get people to think. Depending upon the person and what they're looking for the response can be varied. Generally most think it will never happen to them so there is no need.

One of my main reasons for taking my advanced car course and test was that I thought I was a brilliant driver. I recall my first observed drive with John Panting, now our Chief Observer. Guess what, I wasn't a great driver but I don't think I was a bad one either. I was just a driver who, with some knowledge, coaching and study of the system of car control, has become a better driver and who is still learning and aspires to be a good

driver one day. We are all learning each and every day.

If I ask myself what my reason would be now to take my advanced test I would, without doubt, say safety. I want to have as much as I can working for me to mitigate my risk when I am on the roads. I may get fractionally cheaper insurance off the back of passing the test, but that has more to do with my reducing the risk of being involved in an accident by being a better driver and being more aware of what's going on around me.

Using the system of car control, looking further ahead, creating your plan, knowing what the road signs mean, using your mirrors effectively, running a commentary; it all works, it just does and it's brilliant! By applying the principles you also become a smoother and more efficient driver, with more sympathy for the car, dare I say more fuel efficient, less 'accelerate and brake' and more 'acceleration sense and planning'. Quiet efficiency and savings are under the control of your right foot.

Whether you want to get cheaper insurance, be safer on the roads or be a smoother driver, we all have our reasons, motivations, goals, and that's fine. Choosing to do something to make a change is the first step, the Skill for Life package is next and the rest will flow...smoothly...efficiently. We will happily offer a free observed drive to get you started, just take that first step.

Steven McCormick
Chairman

Letters should be sent to
editor@guildford-iam.org.uk

Membership renewals 2013

Many of you reading this newsletter have recently paid your annual subscription and renewed your membership of the Guildford Group of Advanced Motorists.

If you are a Member and have not yet sent in your subscription, this could be the last newsletter you receive and that would be a pity. Most of you will have joined the group first as Associates when you decided to take the Institute of Advanced Motorists' advanced driving test; a few of you have transferred from other groups when you moved to the area but all of you have one thing in common, an interest in safer and better driving.

The Guildford Group is one of more than 200 groups around the country affiliated to the IAM and on whom the IAM relies to help candidates prepare for the advanced driving test. All the Observers who accompany Associates on their Observed Runs are volunteers, as are all the Committee members and other organisers, who give their time for free as part of their commitment to the IAM's mission for greater road safety. As well as preparing Associates for the test, the Group organises presentations on driving topics and additional training such as the Skid Pan days which have always proved very popular.

Membership of the Guildford Group is quite separate from membership of the IAM but, under IAM rules, you can only be a Group member if you are a current IAM member. The annual subscriptions are also quite separate and this sometimes seems to cause confusion. IAM membership is controlled from Chiswick, and the IAM membership team sends you a reminder each year on the anniversary of your joining. This may be at any time during the year.

Group membership, however, runs annually from 1st April and is currently at the very modest subscription of £7.50. Historically we

have sent out our membership renewal notices with the newsletter, but as most of our members have indicated a preference for electronic communications and in the face of rising postage costs we have, for the last three years, sent these by e-mail to everyone who has registered an e-mail address with us. Despite a handful of glitches due to technical incompatibilities this seems to be working well and this year, over two-thirds of our Members had renewed within six weeks of the notice being sent out. For those who have not yet embraced the latest technologies we shall continue to communicate by post.

We took a step further last year, making the renewal form available for download from the members' section of our new website. There is also a form with the Group's banking details for those who wish to pay by internet banking or standing order. Please note, however, that this is not a direct debit form and needs to be presented by you to your own bank for processing. At present the cost and other requirements, both technical and non-technical, for handling direct debits and credit/debit card payments appear too onerous for the occasional use which the Group would make of them.

To those of you who have renewed your membership, a big thank you for your support and for helping the group to pursue its activities. To those who have not yet renewed, we hope this is an oversight and you will be doing so shortly. Your involvement is welcomed and your subscription helps to keep the group going. It's never too late to rejoin and if you know anyone who used to be a member, please encourage them to do so. For this and any other membership queries please contact me at memsec@guildford-iam.org.uk or via the website.

David Pearce
Membership Secretary

Succession Planning

An item mentioned previously and one that needs mentioning again. We are a group of volunteers who run the Guildford & District Group of Advanced Motorists in roles such as front desk, associate coordinator, training team, observers, membership, first point of contact, news letter, marketing, recruitment and more.

Can you help with any of the above roles, would you like to shadow a person in the role currently to see what's involved? Is there another skill you could offer to help the group?

If there is, please contact Steve, chairman@guildford-iam.org.uk and I'll give you a call to discuss.

COMMENTARY WORKSHOP

SATURDAY 15 JUNE, RIPLEY VILLAGE HALL, 09:30 UNTIL 13:00

COME ALONG AND HEAR HOW TO DELIVER A 'SPARKLING' COMMENTARY

PAUL MARSHALL, IAM EXAMINER, WILL BE LEADING AN INTERACTIVE SESSION TO HELP US ALL IMPROVE OUR DRIVING COMMENTARY

OPEN TO ALL, MEMBERS, ASSOCIATES, FRIENDS & FAMILY
DON'T MISS THIS UNIQUE OPPORTUNITY

National Observers - Can you help?

All our Observers are being asked to qualify as a Local Observer or a National Observer under a new Training and Qualification scheme being run by the IAM. We currently have 5 of our volunteer Observers qualified to National Observer standard – well done to John Panting, Gerry Raleigh, John Holcroft, David Horvath and Paul Whitehead.

One of the requirements for National Observers is for them to be assessed by an IAM Examiner whilst carrying out an Observed run. As you will know, we presently carry out all our runs on a Sunday, and if we can only meet Associates once per month it is going to take more than two years to get all our National Observer applicants through their test.

The requirement to have an Associate has therefore been relaxed somewhat, such that we can be assessed for our training and observing skills with any member of the IAM

(except another Observer applying for this test).

So, do you have a couple of hours to spare during the week, and would you be willing to drive an Observer under test with an Examiner in the back seat? Of course, the person being assessed is the Observer and this run will have no effect on your status as an IAM member. But, it will give you the opportunity to get another Observed run where you can discuss any advanced driving topics you wish to with the Observer and the Examiner, and maybe brush up on some skills that are a bit rusty. All it will cost you is a gallon or so of fuel and an hour or so of your time.

We really would appreciate your help, and your contribution will go towards helping our Observers to be better qualified and able to help more people to join the IAM. Please contact the Chief Observer (details inside the back page) if you can assist us. Thank you.



Whatever happened to the 80mph limit?

It was all over the newspapers last summer – 80 mph on motorways will be legal at last. But has this proposal been dropped by the Government, or has it been quietly forgotten and buried by more important news?

Opinion was clearly divided. Objectors said that it would lead to an increase in accidents and an increase in fuel consumption, and that just because everyone went over 70mph that was not a good reason to change the law.

But many agreed with the idea; cars are better equipped to stop and steer in an emergency, the old limit was set before today's technologically advanced vehicles, and it was generally accepted, even by police, that speeds up to 80mph on dry motorways in daylight were not excessive.

The only missing link is the driver – we are no better equipped to drive at 80mph today than we were 50 years ago, and some would argue less well, since we have more distractions in the car to take our attention away from the road and more devices to rely on for getting us out of trouble.

So are you in favour or not? Write and let us know

Refresher runs

Observed Sundays - 11:30am

You've passed your advanced test, you've been driving using the system and have noticed improvements in your driving but there may be that small area that you'd like to work on some more?

Maybe you'd like help with your town driving with an observer beside you offering pointers? Country roads might not be your thing and you'd like to work on limit points and positioning some more? Confidence on motorways might be an area you'd like to improve?

If you'd like to work on anything further in your driving or even just a sanity check since your test, then please get in touch. You must still be an IAM member and a member of the Guildford group to take up this offer.

If you can send an email to me (chairman@guildford-iam.org.uk) in the first instance then I'll get your session arranged. Just let me know what it is you're looking for help with and your contact information.



Spaces available for June
29th 1330, August 25th
1330, and Oct 20th 1330

Ever Tried a Skid Control Course? It could save embarrassment... Or a life!

Courses are at Goodwood race track on various dates throughout the coming year - please check the website
www.guildford-iam.org.uk

The 3 hour course covers an initial briefing on the causes of, and coping with, vehicle skids.

Most of the time is spent in a specially adapted car, on a prepared track, supervised by experienced, approachable experts.

Here you start developing your skid control skills and observing others.

Guildford IAM provides the courses at these discounted rates:
£50 for Members/Associates of the Group
£55 for Non-Members (family and friends)

Interested?

e-mail skidpan@guildford-iam.org.uk
or call Chris King on 01483 537608

The next date is 29th June, then August 25th and October 20th 2013

Skid Pan Experience

A few months ago I took part in the Skid Pan training at Goodwood. The venue itself is interesting, with the most glorious views from the top of the South Downs that put our varied group in a good mood to start with.

After a short time going over the theory of safe driving in poor conditions, we were let loose on the adapted cars. Three of the participants were in the car with the instructor at a time, and we practised skidding and recovering with varying degrees of success (he called me Miss Daisy!) but all of us had greatly improved before the time was up.

I now feel much more confident about my ability to control a skid and would heartily recommend the course to anyone, of whatever experience.

Chris King
Contact skidpan@guildford-iam.org.uk

- "It was great finally getting to meet some people who enjoy their driving"
- "The lectures were really thought provoking, and as for the demo runs, what a joy!"
- "Great event, brilliant fun"

The day will be a mixture of demonstration drives by HPC members, participants' observed drives, and lectures and workshops, given by a mix of HPC instructors, police advanced instructors and specialist experts. The emphasis will be positive and informative, aiming at giving participants insight into how they can take their driving on to new levels.

Places are restricted to 40, and preference will be given to those who have not attended before. A reserve list will be held of previous participants who may wish to attend if there are spare spaces. Location will be Oxfordshire and the cost of the event will be £30 to cover catering and room hire.

Email: Mark.Trimmer@iam.org.uk or contact the IAM through the web site iam.org.uk

VACANCY

The group is seeking a 'Web Site Editor' to work closely with the committee and the Webmaster. The main duties will be to keep the data on the group web site under review, organise new and revised material for the web site, and generally make sure the information we publish is relevant and up-to-date.

Pay and working conditions are fantastic, and there are opportunities for world wide travel and other benefits. Please apply in confidence to the Chairman as soon as possible.

chairman@guildford-iam.org.uk

Our previous events have been very well received by the participants. Some of the comments include:

- "Thank you for such an informative and entertaining day....it has really lifted my enthusiasm for driving"
- "Really good having the amount of knowledge available from HPC Members"

Motorists want government to reinvest in roads

IAM survey – toll roads – 2,519 respondents

91% of motorists do not trust the government to reinvest money made from tolls on new roads, according to a survey by the Institute of Advanced Motorists (IAM).

60% of motorists do not support toll roads, and 79% of motorists would not support the introduction of tolls on existing roads.

40% of motorists would back more expensive tax discs instead of charging tolls on roads. 41% wouldn't support toll roads even if other types of tax were reduced.

Motorists were divided on using toll roads. 47% of motorists said they don't plan their journey to deliberately avoid using toll roads, while 44% of motorists do.

Motorists feel strongly about toll roads in their local area. 56% of respondents said that they would use rural or local roads to avoid the toll charges, if a toll was enforced on their local motorway.

IAM chief executive Simon Best said: "The cost of motoring is currently at an all-time high, and it's clear that the idea of bringing in toll roads has no support among everyday motorists. A toll on motorways, our safest roads, may force motorists on to more dangerous rural roads, to save money."

"The government has a very hard job ahead to convince drivers that tolls are the only way to deliver new roads and improve existing ones. Only by reducing other motoring taxes can this policy gain the support of the motorist."

Do you agree? Please write and let us know.

Letters should be sent to
editor@guildford-iam.org.uk

Young drivers need continuous support

Young drivers need more guidance and support in the first six months of obtaining their license, according to road safety charity IAM (Institute of Advanced Motorists).

In March 2013, the DfT announced a green paper would be published this summer looking at ways to improve the safety of young drivers. The announcement includes the possibility of introducing graduated licensing, with curfews and controls which will prevent young people from gaining experience on the road.

The IAM will be recommending to the government the following changes to help improve young driver safety:

- * A tougher test to include rural roads – where young people are most vulnerable
- * A new focus on treating driving as a skill for life – through continuous learning with post test checkups in the first six months of solo driving
- * A minimum driving period during learner stages to increase exposure to as wide range of traffic conditions as possible
- * A relaxation of the rules allowing learner drivers on motorways

IAM director of policy and research Neil Greig said: "Continuous learning will do more to keep young people safe on the roads than restrictions. During and after supervised learning, new drivers need to gain as much experience as possible to prepare them for driving independently – something which curfews simply cannot deliver."

Do you have young drivers or potential new drivers in your family? Do you agree with these recommendations? Please write and let us know.



IAM Skills days

On Tuesday 4th of June the IAM are holding a Skills Day at historic Goodwood racing circuit. The event is open to both IAM and Non IAM members, so family members are welcome.

Our hugely popular skills days offer stimulating learning experiences on well known, challenging circuits, with IAM Instructor guidance throughout.

You will enjoy at least six separate 'on-track' sessions in your own vehicle, with the focus on anticipation, cornering, planning, smoothness and understanding how your vehicle performs in a variety of situations.

These skills days offer outstanding value for money when compared with many other track experiences, with MORE on-track time and MORE instructor guidance than you will find elsewhere.

For further details please call Mark Trimmer on 07912 268851 or email mark.trimmer@iam.org.uk

Mark will be co-ordinating bookings, and wants group members to know that there will be other days booked later in 2013 and into next year.

If any of our group members have been to one of these skills days, perhaps they could write and let us all know how it went?

per cent think that the budgets for repairing them will decrease or stay the same.

Almost half of councillors surveyed think that road safety targets should have been kept. Fifty-eight per cent of local councillors agree that budget cuts are having a negative impact on roads and road safety, with one in four councillors strongly agreeing.

Although councillors agreed that transport was a priority half of them thought that their transport budget would reduce in the next year.

Other key findings include:

- * Fifty-nine per cent of councillors support 20mph speed limits, with 15 per cent supporting 20mph for most urban roads.

- * Twenty-nine per cent of councillors think that the government's policies have been bad for road safety.

- * Councillors in the north of England are more likely to say they anticipate spending reductions while councillors in the south and east of England are less likely to report reductions in their transport budgets.

IAM chief executive Simon Best said: "It's good to see that potholes are councillors' top priority as this is a big concern for motorists. More must be done to fix our roads before the backlog of repairs becomes unmanageable.

"The results show that different political parties offer the electorate real choice on their transport priorities. Conservative councillors are more likely to focus on road building, road surfaces and car parking, while Labour councillors appear to be more likely to prioritise road safety and the use of public transport. Liberal Democrats are more likely to focus on cycling and walking."

"Councillors say that road safety is a priority so they must put up a stronger fight to protect road safety budgets. It's also clear that there is a need to set up smart new targets that will help everyone in road safety focus on the highest risk groups in society."

Councillors agree road safety is neglected

The top road safety priority for local councillors is improving road surfaces and reducing potholes, according to a survey conducted by road safety charity, the Institute of Advanced Motorists (IAM).

74 per cent of councillors placed potholes in their top five road-safety priorities while 61

I received a very nice e-mail from a member of the Thames Valley group a few weeks ago. Peter Soul has been writing a regular column for his group newsletter for about the last 11 years, and, as a physicist, puts a slightly different slant on some motoring matters, often explaining in relatively simple terms some of the things that happen to us and our cars as we drive around.

I have been a recipient of the Thames Valley newsletter for many years and always read Peter's column with interest. Peter has kindly allowed other groups to take his material and publish it in their newsletters. I therefore visited his web site (petersoul.co.uk) and started at the beginning; one of his early texts caught my eye as it is almost as relevant today as it was 10 years ago(Ed)

A PHYSICIST WRITES . . . (February 2003)

Imagine that your headlights failed on a dark night, but you had an ordinary 100 watt bulb which could be plugged in somehow. If you held it outside through the driver's window, would it light up the road ahead? Not very well, I think. Yet car headlamps (usually rated at 60W each when on full beam) can show up objects far into the distance, and may be seen miles away. This is the benefit we get from simply focusing most of the light into a beam by means of a curved reflector.

Admittedly, headlamps are designed to shine slightly brighter and whiter than ordinary bulbs. Also, when the engine is running they receive a voltage a bit higher than the 12V from the battery, so they radiate more than 60W of power. Incidentally, this means that if you see a slight dimming of the headlights when you switch the engine off, then your battery-charging system is very probably in good order. Conversely, if you don't...

But the astonishing fact about all filament bulbs is that they are hugely inefficient, delivering not much more than 5% of their power as light — the other 95% is totally wasted in the form of heat!

Vehicle lighting is a source of other surprises too. Why are some drivers apparently

unaware that one of their headlights (if not both) is pointing too high and causing glare to oncoming traffic? You would think this might be obvious from seeing how their lights illuminate the road ahead when on full beam, or else the car ahead when dipped.

And why have manufacturers started to fit narrower headlight reflectors, which dazzle me even when they do seem to be adjusted properly? As for the latest xenon blue bulbs, when a car fitted with them comes at you over the brow of a hill, you are blinded.

Why are some cars fitted with brake lights at driver's eye-level, or higher, swamping your view through or past the vehicle? Why are some designs of side and rear lights permitted to be so much less bright than others? Why, in some direction-indicator fittings, is the amber colour put onto the bulb rather than into the plastic lens, with the result that the colour eventually fades to white?

Above all, why is the average driver so ready to light up almost as soon as the sun goes behind a cloud, but apparently so unconcerned about driving with a dead bulb? Why doesn't the law crack down on this widespread night-time hazard (which includes the risk that the other bulb of the pair will fail too, of course)? Manufacturers could easily include a warning system for burnt-out bulbs, in all new cars...

Actually, there already is a built-in warning for direction-indicator bulbs: if one fails on your car, you should notice that the winking and clicking goes twice as fast. But I bet not a lot of drivers know this!

Peter Soul

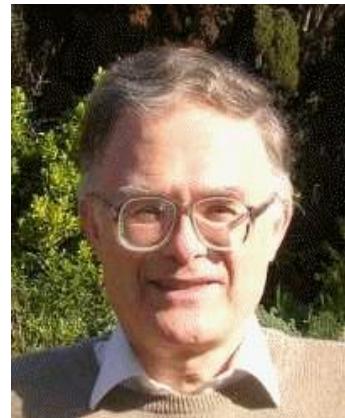


Photo courtesy of Peter Soul

MEMBER INFORMATION

Annual Membership is from 1st April each year.

NEW ASSOCIATES

Welcome to:

David Rossell
Maggie Tarpey
Robert McKerlie
Jonathan Smith

Ginny Goodman
Charlotte Gray
Chris Mackay
Ed Milton

Ross Harty
Malcolm Carter
Olivia Ellenger

Seb Ellis
Andrew Thornton
Susan Couldry

We hope you enjoy your observed runs and wish you luck taking your Advanced Driving test.

RECENT TEST PASSES

Congratulations to:

Phil Gardner (F1rst); John Aldridge; Peter Sarno; Nick Tinker.

Can't make your Observed run appointment?

We try to match the number of available Observers (all volunteers) with the number of booked Associates, but sometimes we realise things can go wrong. If you cannot attend your booked appointment please let us know. Call the Associate Co-ordinator on 07817 490446 any time, or on the morning of your appointment please call 07973 217785 or 07791 914031.

Passed your Advanced Driving Test

Want to do more?

Promise to keep up the standard –
take a refresher.

Get a friend to match your skills and
take the test!

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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,
firstcontact@guildford-iam.org.uk - 07814 172531

Please pass on this newsletter once you're done with it – how about
taking it to the garage where you have your car serviced
and asking them to support us?