

# NEWSLETTER

Summer 2013



## GUILDFORD & DISTRICT GROUP OF ADVANCED MOTORISTS

Registered Charity No. 1051069

[guildford-iam.org.uk](http://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 Autumn 2013 edition is

Friday, 11 October 2013

### KEY DATES

Observed Sunday Runs 2013/14 09:15 onwards (Third Sunday in each month)

18 August, 15 September, 20 October, 17 November, 15 December 2013

19 January, 16 February, 16 March, 13 April (second Sunday due to Easter) 2014

Committee Meetings 2013 (Wednesdays)

Ripley Small Hall GU23 6AF 8pm - 10pm

4 September, 6 November

### AGM 2013

Saturday 21 September - Ripley Large Hall GU23 6AF 10:00am – 12:30pm

### Events

25 August – Skid Pan training - Goodwood race track – see details inside

Cover photo shows PC Crittenden from Merton garage, Met Police, demonstrating the 'stinger' to students at King's College School, Wimbledon, with members of Guildford and South London groups at the IAM Young driver 'taster' day. Further details inside.

Photographs courtesy of Group members unless otherwise indicated.



@IAMgroup



facebook.com/guildfordiam

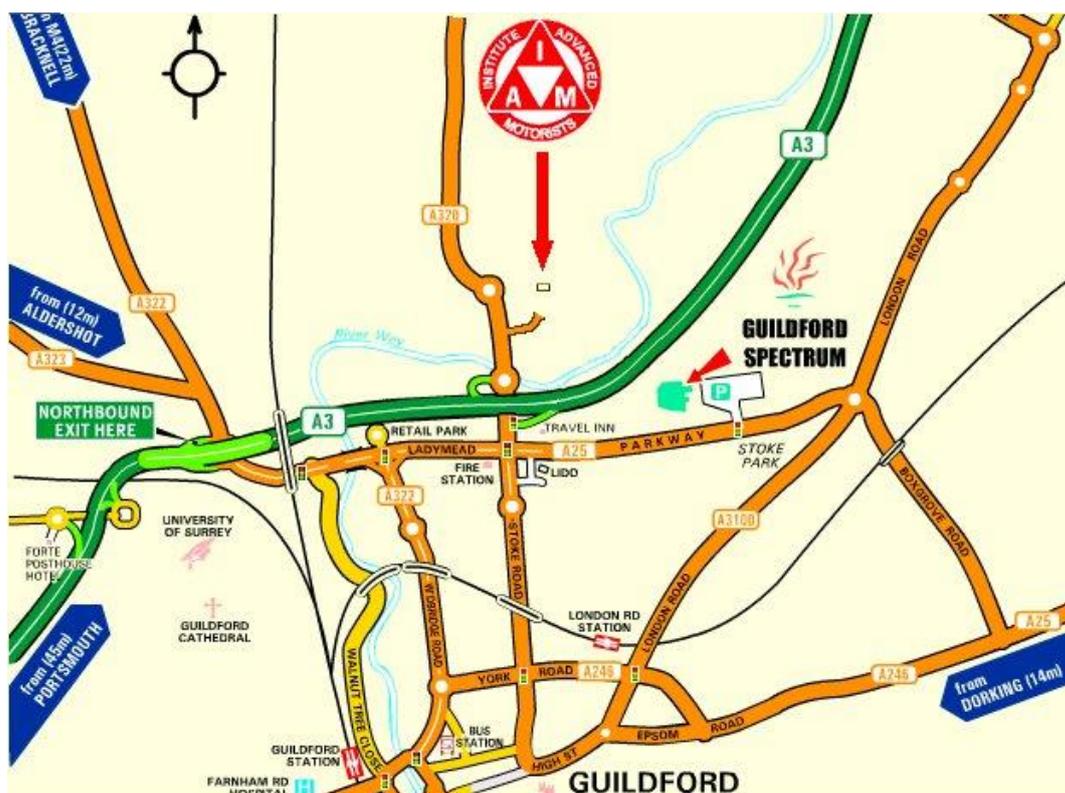


## Observed Runs

These will be conducted on the 3rd Sunday of each month at  
9.15am and 10.30am – refresher/taster 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:  
[associates@guildford-iam.org.uk](mailto:associates@guildford-iam.org.uk) 01252 519355



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

Why do we 'hog the middle lane'? What is it about the way we drive that makes some people think this is acceptable?

I remember a 'hitch-hiking' trip that I made with a school friend in 1970 I think, when the M1 was very new (although the rules were the same) and we were in an estate car going North, the driver clearly saying 'this is the lane for me' as we travelled for miles in lane 2, oblivious of other traffic. Many of the adventures on that trip are still vivid memories, but even a year or two after opening the motorway, the rot had set in, and it has got no better.

Our continental cousins are a bit better at this. As you know, some stretches of German autobahn are technically unlimited (although 130kph is advised) and the sight of a huge high speed Merc quickly filling your mirrors is enough for you to get the message, especially on two-lane stretches. They also restrict heavy vehicles to lane 1 only in rush hours or occasionally permanently on selected parts of the autobahn, reducing some of the risk and inconvenience. Other European motorways are similar.

So why do we do it. Laziness, poor forward planning, poor education, ignorance, fear, or inconsiderate behaviour? All are probably true.

If we do not teach learner drivers how to properly use the motorway we will never win this one. I can imagine that in the same way a parent tells their young offspring 'cycle on the pavement, it's safer than the road' (illegal, max £500 fine) he might say the same about the motorway; stick in the middle lane and that will keep you away from all those nasty trucks. This is not good advice – parents must be careful not to teach their children their own bad driving habits.

I have some sympathy with those who are scared of the heavy traffic and the ruts that appear in lane 1 on badly built or over used roads. However, it is possible to drive along a rutted lane 1 quite comfortably if you pick your line carefully, and equally possible to avoid the trucks if you plan ahead, well

ahead. But this does need training, and really good observation skills.

The advanced driver on a busy motorway is working very hard to look for safe places to be, planning safe following and overtaking gaps, predicting where other vehicles will be in 2 seconds or 10 seconds time, and generally making sure they make good progress within the law whilst not getting in the way of other vehicles. We have no right to hold people up because we want to drive at 68mph and they want to go faster; enforcement is the role of the Police.

I was told that if you were overtaking on the motorway and the next 'overtake' was likely to be about 15 seconds away, move over to the left. Of course, we must not forget that when filling the gap between two vehicles on your return to lane 1 (or 2), there must be a 4 second gap between those vehicles, two for you and two for the guy you have just pulled in front of. Other drivers pushing you along the road will not be thinking of this and will expect you to fill the smallest gaps so that they can pass. Resist the pressure.

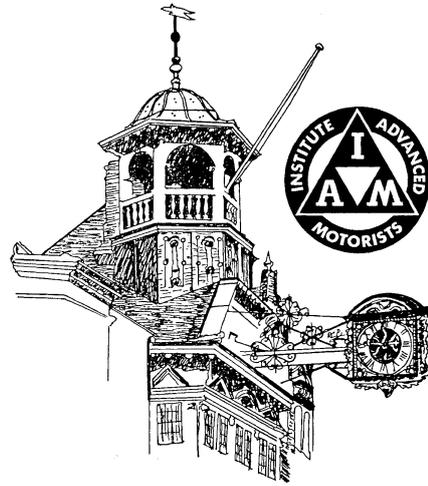
It may well be that traffic density is the main issue, as we have to admit that a 2 second gap in all places at all times is occasionally wishful thinking. But the other phrase we often hear is 'if I pull over someone else will just fill the gap and it feels like I am going backwards'. So I have surrendered my hard won place on the road and my position in the queue, and I am not going to give it up to you whatever happens. Of course, 'losing' 2 seconds a few times on a journey might make me one minute late, but better late than never; it is not a competition!

That kind of attitude leads to disaster, but with the fast pace of modern life, the overcrowded roads, and the invincibility of men in powerful tin boxes we may be some way from finding a solution.

Drive carefully.

Paul Whitehead  
Secretary

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



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## Holes in the road

Dear Editor

I have been thinking about the reason why UK roads suffer so badly each winter.

We have similar problems in the refrigeration industry with continual freezing, thawing and re-freezing. The water leaks into a tiny flaw and freezes. Water expands (about double the volume) when turning to ice, and with great force the ice makes the tiny hole bigger. Add more water to the now bigger hole and repeat the process continually. This means it will lift and crack a large lump of tarmac out.

So those countries that experience one long freeze only go through the cycle once, whereas Britain will experience numerous cycles during the winter as we often freeze at night, thaw in the day and rain nearly every day.

Yours ..  
John Panting

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## Poor roads, and speed limits

Dear Editor

Many thanks for the Spring 2013 Newsletter – again a very thought-provoking edition.

So, first, my reaction to your comments on the state of our road surfaces.

Most of my working life has involved car driving and I can remember even as a kid, my brother and I classifying some roads we experienced in my dad's Ford 8 as 'Rolls-Royce Roads' they were so smooth!

In 1975 I went to work in Australia for two years, again with a lot of driving. I remember commenting to colleagues out there that in the UK you had no concerns about the quality of the road surface or tree trunks sticking out into the road on corners. Your main concern was other vehicles because there were so many of them. Whereas, in Australia, many country roads are dirt roads, some with dust filled potholes you could lose the whole car in. Trees frequently grow out into the road, but, on many country roads it is a notable experience if you see another car.

Whilst we were over there the UK experienced two red-hot summers and when we got back road surfaces had deteriorated dreadfully – and have got worse since. Surrey's are probably the worst I know. For one of the wealthiest counties in one of the wealthiest countries in the World, our roads in Surrey are an international disgrace! And using potholes rather than building 'sleeping policemen' is no excuse!

Admittedly there has been a staggering increase in the amount of traffic – from 6 million vehicles registered in 1975 to more than 35 million now. But that has brought what must be an enormous increase in vehicle tax revenues. So I cannot accept that building more toll roads is acceptable. In any case, that would not bring the standard of other road surfaces up to the quality they used to be and should be.

We have the materials and know-how to construct smooth, hard-wearing and long-lasting roads. But we lack the will to put them to good use.

Second, my thoughts on changes to speed limits.

Here I have very radical views. I think speed limits are a total waste of time and money. And breaking them must be by far the most frequently committed crime in this country.

We have two other driving crimes which are both far more serious than breaking the speed limit. They are –

1. Driving without due care and consideration, and
2. Driving in a manner dangerous to the public.

No matter what the speed, if a driver is not committing either of these offences, what's the problem!

It is probably a fond hope of mine, but I would like to see the concept of "Shared Space" established in many parts of Holland and now on Exhibition Road in Kensington, adopted nationwide. It is way past the time that everyone should have to take full responsibility for the consequences of all their actions.

Yours appreciatively,

Martin Evans

## **A DATE FOR YOUR DIARY**

### **GUILDFORD GROUP AGM - 2013**

Saturday 21 September  
Ripley Village Hall GU23 6AF  
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**

Welcome to our Summer 2013 newsletter.

A number of items are being progressed within the Guildford group and the IAM. The training team are progressing well in working towards the accredited qualification for our observers. Thank you to John Panting and all involved for their efforts.

Our recent commentary workshop held at Ripley Village Hall was a great success. We will be holding a follow on event with practical demonstration commentary drives in the near future. My thanks to Paul Marshall, John Panting and all attendees for making it such a success. Please look out for the next date for the follow on workshop.

As we are always looking to improve our skills I'd like to make you aware of a new book on Advanced Driving which you may find of interest. Its title is "Advanced Driving-How to Further Skill and Enjoyment in Motoring" by John Lyon. It is an excellent read and I think a very worthy addition to the bookcase.

Annual General Meeting - The group's annual general meeting will soon be upon us and I'd like to invite you all to come along to see and hear what the group has been doing during the past year.

Skid pan – Our skid pan courses are proving very popular and given the current weather it's highly recommended to get booked onto one. These courses are excellent value for money and dare I say it great fun. Learning how to feel and recover a skid in a controlled environment in a car provided by the course tutor is invaluable.

I hope you enjoy the rest of the newsletter, my thanks to Paul Whitehead for putting together this newsletter. There is a great deal of work and coordination involved, many thanks.

Safe driving and please feel free to contact me or the committee with any questions or suggestions.

Steven McCormick  
Chairman

## King's School, Wimbledon – advanced driver training for young, new drivers.



For a number of years now the Guildford group and South London Advanced Motorists (SLAM) have joined forces at King's School to provide some advanced driver training for the sixth form students who have recently passed their driving test. Originally the process was led by Guildford and supported by SLAM, but more recently the roles are reversed and SLAM now organise the day, and they did it very well.

Eight 17 and 18 year old students who are waiting for their 'A' level results before finalising University places were invited to attend for the day early in June. After a thorough document check they were told about some of the principles of advanced driving before taking a '20 questions' test on the road signs in the Highway Code. Despite their recent training, none got full marks!

Then an IAM Examiner took them through the road test marking sheet we would be using, outlining what the Observers would be looking for on an Observed Run and answering the inevitable questions about what speed would be acceptable, when it was possible to overtake, what to do if you were holding up traffic wanting to go faster etc.

Following this session a Met Police Class 1 driver and a Police motorcycle Sergeant arrived from Merton garage, and they led another interactive session on the risks for younger drivers, the reasons for all the road traffic injuries they see, and the devices and techniques at their disposal to help us all travel more safely on the road.

The class then moved to the playground to see demonstrations of the Police 'on board' computers and other communications equipment, deployment of the 'stinger' (see cover photo) designed to stop wayward speeding drivers, and a general discussion on Roads Policing in Greater London.

After lunch (a noisy affair in a packed canteen with much better food than I remember!) the students were tested on their knowledge of their own cars and taken on an Observed run.

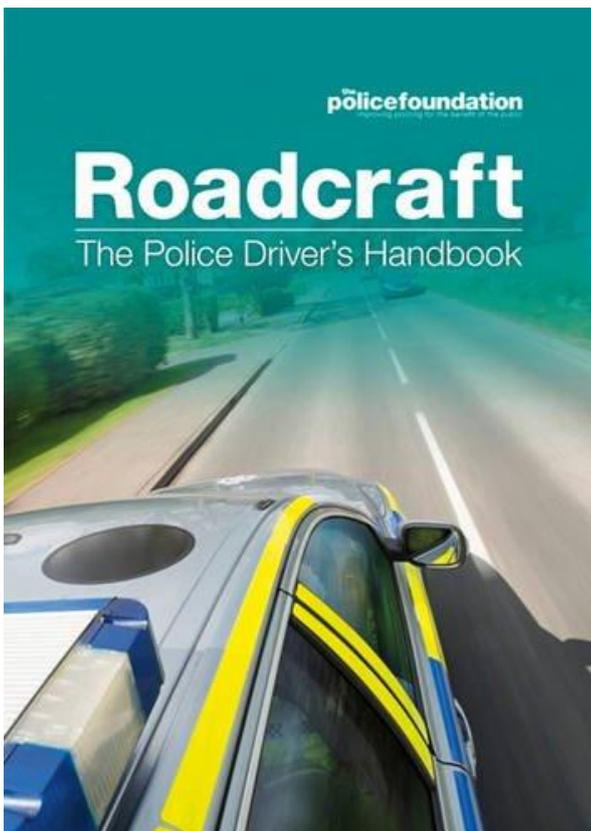
The tests involved demonstrating how to change a wheel, pointing out the key maintenance items under the bonnet (oil, water, washers etc.), carrying out a fairly thorough POWDERY and pre-drive check before driving off, and then taking to the road.

The 25 mile route covered the 70mph A3 and some country lanes around Chessington and Ewell, as well as some tricky town centre roads and the inevitable manoeuvres in a quiet side street. It was a testing route for my student who had only recently started driving her mother's brand new petrol engine car after passing her test 6 months earlier in a diesel saloon. But all the students gave a good account of themselves, and those with a few more months experience and a keen interest in driving showed a particularly strong performance.

All the scores from all the tests were totted up and the winner on the day was given a free skid pan session, paid for out of SLAM Young Driver Funds and organised by Guildford group. They all went away with Roadcraft videos, Momentum and Skill for Life literature and lots of other useful items, including a tyre pressure gauge and a tread depth indicator.

The whole process was well organised, well attended and very worthwhile. If anyone knows of any other schools where similar students might benefit from the same exposure to advanced driving, please let us know. Our thanks to the Guildford group Observers who helped on the day, and to SLAM, the Met Police and King's School for all contributing to the success.

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**New Roadcraft Handbook**

Publication Date: 19 August 2013

The new edition of this iconic publication - prepared through close consultation with the police, other emergency services and driving instructors - has been fully revised and updated to give the best evidence-based and authoritative guidance on advanced driving skills. It is an essential text not just for police drivers, but for anyone who wants to become a better, safer driver. Key features: Become a better driver - the techniques outlined in Roadcraft will help you become a safer and more skilful driver in the most demanding situations. Be safer on the road - with a focus on self-assessment, the Roadcraft system of car control provides you with a systematic decision-making tool that enables you to deal with hazards and respond to new ones safely and efficiently. Learn new skills - new full colour 3D illustrations help you learn key principles and techniques for better driving. Expert guidance - with input from trainers in the emergency services, Roadcraft is recognised internationally as the gold standard for driving. It includes new chapters on manoeuvring at low speeds and on techniques for emergency response driving.



Is this really necessary??? Please send us your photos of your favourite motoring antics.

### **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.

### **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

## Checked your Driving Licence lately?

Photocard licences replaced paper driving licences in 1998, and these must be renewed every 10 years. The DVLA estimates that two million photocards are now out of date (at January 2013), and a further 2.6 million driving licence photographs are due to expire during this year.

It's the Driving licence photos that must be replaced every 10 years and it is easy to forget; failure to renew could result in a fine of up to £1,000 if your photocard licence has expired, and it costs £20 to renew. You should be sent a reminder and a form about two months before expiry; but if you have failed to alert DVLA to a change of address the reminder will not arrive either!

The date printed on section 4b on the front of the card is the one that matters. There are three ways to apply:

Online. Apply online at gov.uk, providing that you have had a new style digital passport issued in the last five years.

By post. Get forms from most Post Offices, or order one from the DVLA website.

In person. At some Post Offices. This will cost an extra £4.50 on top of the standard £20 fee.

in general, driving licences are valid until you're 70, and then need renewing every three years. If you only need to update your address or name, or you're over 70 and you're just renewing it, this is free. There's no limit to the number of times you can update your name and address for free.

The new card should arrive within two weeks; if you apply on-line this is usually within one week.

The DVLA's strongly advises you to renew photocards promptly to avoid the risk of being fined. This is to ensure the police and other enforcement agencies have the best possible photograph to help them correctly identify whether a driving licence is being used

fraudulently, and so help prevent driving licence impersonation – stopping disqualified and perhaps dangerous drivers taking to our roads.

No new "all-paper" licences are now issued. If you have one they don't expire until you are 70, so you don't need to do anything until then unless your address or personal details change. By 2033 all licences must be in the photocard format. Once you reach 70 there's no fee to renew, and you then get a photocard.

It has been reported that over 2.6 million motorists haven't updated their driving licence with their current address; forget to update your address and you risk a £1,000 fine if stopped by the police. If you have moved since you registered, it's free to update and you can do this as many times as needed

And if you have recently married or changed your name for other reasons, make sure your name is correct on your driving licence, a few married women may have their maiden name on their licence, and this could also incur a £1,000 fine.

*News item suggested by Shân Hughes*

### *Need a refresher?*

*Lost some of those finely tuned skills?*

*Book a refresher drive with our Associate Co-ordinator and get back to 'test standard' with our experienced volunteer Observers.*

*All it takes is an hour or so of your time and a gallon or so of fuel.*

*Call Paul on 01252 519355 and arrange an appointment for 11:30 on one of our Sunday Runs – it's free for Guildford Group members.*

*Don't delay, call today*



**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](http://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](mailto:skidpan@guildford-iam.org.uk)  
or call Chris King on 01483 537608

The next date is August 25<sup>th</sup> then October 20<sup>th</sup> 2013

## Commentary Workshop.

Over 20 group members, associates and friends were recently entertained to a very enlightening morning of discussions on 'How to deliver a sparkling commentary'.

The main speaker was Paul Marshall, one of our local IAM Examiners as well as a serving Police Officer and a Police driver trainer, so the depth of knowledge he was able to impart on the subject was considerable.

All those attending were put into small groups and asked to discuss a number of different driving scenarios, including street scenes, country lanes and motorways. After a short discussion on each photo, everyone compared notes and the hazards for each situation were listed.

This prompted lots of open discussion and sharing of a wealth of knowledge as Paul and our Senior Observers dissected the evidence and exposed all the hazards and the available clues. After all, you cannot give a good commentary unless you have seen the hazards and prioritised the information they give you.

In order to quickly process the information you have received, you must decide what is most likely to affect your driving plan as well as keeping a good look out for the next hazard. There is no point in continuing to talk about something that has recently passed when a much more serious hazard is looming!

Short, sharp sentences or 'sound bites' are best, and Paul encouraged us to stop in mid sentence if the commentary was no longer relevant and move rapidly on to the next issue. 'Eyes on main beam' is a frequently used expression, encouraging us all to look as far ahead as possible, and don't forget those mirrors – a 'three way' mirror check is essential at regular intervals.

Every time Paul gave a quick demonstration, the sequence was always 'hazard, mirror, action', and this applied to his commentary on every developing situation, every road sign,

every change of speed or direction. We discussed how the clues we could not see might be just as important as those we could see, and how the actions or 'inactions' of other road users were also vital in establishing what might happen next.

As with everything, commentary needs practice, but armed with some of the good advice received that morning, we all have some additional tools in our kit to help us improve our driving. Of course, commentary is not officially part of the IAM test and has not been for many years, but as one examiner puts it, 'Commentary is not compulsory but I insist!'

It is the examiner's way of seeing what you are seeing and working out whether you are really driving to a system, and with a plan. Try it!



Paul Marshall giving an animated explanation at the workshop.



Photo courtesy of Peter Soul

## A PHYSICIST WRITES . . .

*First published in November 2003, and still relevant today . . .*

The five headings of the System of Car Control are written on every advanced driver's heart (or maybe on the back of the hand at least): Information, Position, Speed, Gear, Acceleration. Probably everyone thinks about this list in a slightly different way. Here's what a physicist thinks.

Let's get the textbook stuff out of the way first: your speed is the rate at which you are changing your position along the road (Position in the SCC list also means where you are sideways, i.e. which lane you are in). Speedometers might be even more useful than they are if, as well as miles per hour, they were marked in metres per second — indicating more clearly how fast you are following the road.

Similarly, your acceleration is the rate at which your speed is changing (upward or downward) in metres per second, each second. Would it be helpful to have an accelerometer next to the speedometer? Probably not, as you can see how quickly the speedo needle is rising or falling, and anyway you are controlling the acceleration all the time by how hard you are leaning on the accelerator or the brake pedal.

Which brings me to the main point: strictly speaking, the two pedals directly control only the acceleration of the car — not its speed, and still less its position along the road! If you want to move smartly up from 30 to 40 mph, for example, you have to apply some acceleration until you reach 40 and then (the

harder bit) lift the pedal just enough to cut the acceleration to zero.

Or you might be approaching a junction. Can you judge exactly the amount of constant braking force needed to bring the car to a halt in the distance available? A GCSE physics student ought to be able to work this out on paper, but on the road it is not easy to avoid having to readjust the brake pedal as you slow down.

Here is a more complicated situation: you are on a fast, clear approach to a large and busy roundabout, and there is a useful gap in the traffic coming round from the right. How much — and when — should you brake, in order to cross the line at exactly the right time and at the right speed so as to slot neatly into the gap? This is an A-Level question at least! But I'm sure that most drivers can learn how to solve it instinctively (if this is not a contradiction), instead of always stopping at the line and waiting for a larger gap.

Getting this sort of thing right, whether you are slowing down or speeding up, is what they mean by having acceleration sense. The reason this is so valuable to possess is that you do only have immediate control of acceleration, as I said. Your speed depends on what your acceleration was previously, and your position now depends on what you did even further back along the road.

You might want to argue with me that a small shift of the accelerator pedal often has the direct effect of raising your speed a bit and holding it there. I agree this is true, and it happens because the air resistance and other drag-forces grow with the speed and come into balance again against the increased push from the engine. The same (or rather, the opposite) can happen if the pedal is lifted slightly. But this topic will have to wait for another time — and so will Information and Gears, from the System of Car Control.

*Peter Soul*

*Peter is an IAM Advanced Driver and writes a regular column for the Thames Valley Group newsletter — reproduced here with permission.*

**GUILDFORD AND DISTRICT GROUP OF ADVANCED MOTORISTS**  
**INCOME AND EXPENDITURE ACCOUNT**  
**FOR THE YEAR ENDED 31st MARCH 2013**

	2011-2012	2012-2013
<b><u>Income</u></b>		
Membership Subscriptions	£1,207.50	£1,177.50
Associate Fees	£1,912.50	£1,045.24
Interest	£13.21	£0.00
Gifts	£201.00	£16.00
Sundries	£1,945.49	£2,398.75
	<u>£5,279.70</u>	<u>£4,637.49</u>
<b><u>Expenditure</u></b>		
Post & Telephone	-£483.96	-£244.11
Printing & Stationary	-£98.69	-£40.61
Newsletter	-£1,207.74	-£1,558.85
Room Hire	-£287.75	-£186.00
Insurance	-£60.00	-£60.00
Book purchase	-£173.55	-£227.79
Depreciation (Laptop and Projector) <b>Note 1</b>	-£229.71	-£229.77
Sundries (1)	-£2,727.30	-£2,682.09
	<u>-£5,268.70</u>	<u>-£5,229.22</u>
<b><u>Excess of Income over Expenditure</u></b>	<u><u>£11.00</u></u>	<u><u>-£591.73</u></u>
<b>1. Sundry Expenditure</b>		
Assessed Drives	£0.00	£0.00
Website	-£566.30	£0.00
Skid Pan	-£1,785.00	-£1,980.00
Presentations	-£90.00	£0.00
Wings & Wheels	£0.00	-£306.60
IAM Videos/Badges	-£14.28	-£38.52
Membership Event	£0.00	£0.00
Region 2 Contribution	£0.00	-£31.00
Observer Training	£0.00	-£150.00
Senior Observer Fees	-£120.00	£0.00
Committee Expenses	-£151.72	-£175.97
	<u>-£2,727.30</u>	<u>-£2,682.09</u>

**GUILDFORD AND DISTRICT GROUP OF ADVANCED MOTORISTS**  
**BALANCE SHEET AT 31st MARCH 2013**

	2011-2012	2012-2013
<b><u>ACCUMULATED RESERVES</u></b>		
Accumulated Reserves - Brought Fwd	£7,966.07	£7,977.07
Add Excess Income	£11.00	-£591.73
Accumulated Reserves Carried Fwd	<u>£7,977.07</u>	<u>£7,385.34</u>
<b><u>REPRESENTED by</u></b>		
National Savings Account	£6,615.24	£6,615.24
Current Account	£977.06	£613.60
Cash in Hand	£0.00	£0.00
Property (Laptop and Projector) NBV at 31 Mar 12 - <b>Note 2</b>	£229.77	£0.00
Float	£60.00	£60.00
Pre-Payment for Hall Hire	£110.00	£104.00
	<u>£7,992.07</u>	<u>£7,392.84</u>
Less Adv Receipt of Member Fees	-£7.50	-£7.50
Less overpaid member fee	-£7.50	
	<u>£7,977.07</u>	<u>£7,385.34</u>

**Note 1:** Value of fixed assets (Laptop and projector) depreciated over 4 years; Now fully depreciated

**Note 2:** None of purchase value of assets (Laptop and projector) on books at year end

CHAIRMAN \_\_\_\_\_ (S McCormick)

TREASURER \_\_\_\_\_ (G Raleigh)

**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 expenditure over income of £591.73 for the year ended 31 March 2013 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.

DATED \_\_\_\_\_

AUDITOR \_\_\_\_\_

The annual accounts will be signed as required, and presented at the AGM.

## MEMBER INFORMATION

Annual Membership is from 1<sup>st</sup> April each year.

### NEW ASSOCIATES

Welcome to:

Niall Donnelly; Mark Neil; Jennifer Caddy; Michael Bond; Angela Johnson; Graham Parkinson; Adam Farmer; Elizabeth Crowle.

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

### RECENT TEST PASSES

Congratulations to:

Ed Milton (F1rst); Joseph Chalmers; Robert Yates; Michael Baker; David Englefield;

### 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 01252 519355 any time, or on the morning of your appointment please call 07973 217785 or 07791 914031.

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### 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!

**“WORD OF MOUTH” IS OUR  
BEST ADVERTISEMENT**



## Officers and Committee Members

### PRESIDENT - VACANCY

CHAIRMAN	Steven McCormick	<a href="mailto:chairman@guildford-iam.org.uk">chairman@guildford-iam.org.uk</a> 14 Jackson Close, Epsom, KT18 7RA 01372 739727
VICE CHAIRMAN	VACANCY	
SECRETARY	Paul Whitehead	<a href="mailto:sec@guildford-iam.org.uk">sec@guildford-iam.org.uk</a> 01276 472354 – 07860 600477
TREASURER TEST CO-ORDINATOR	Gerry Raleigh	<a href="mailto:test@guildford-iam.org.uk">test@guildford-iam.org.uk</a> Brackendale, Brimshot Lane, Chobham, GU24 8RN - 01276 857853
CHIEF OBSERVER	John Panting	<a href="mailto:chiefobserver@guildford-iam.org.uk">chiefobserver@guildford-iam.org.uk</a> 48 Linden Way, Send Marsh, Ripley, Woking, GU23 6LW – 07713 485547
FIRST POINT OF CONTACT	Chris Hughes	<a href="mailto:firstcontact@guildford-iam.org.uk">firstcontact@guildford-iam.org.uk</a> 13 Windsor Road, Wraysbury, Staines, TW19 5DE - 07814 172531
ASSOCIATE CO-ORDINATOR	Paul Wallace-Stock	<a href="mailto:associates@guildford-iam.org.uk">associates@guildford-iam.org.uk</a> 43 Manor Road, Farnborough, GU14 7HU 01252 519355
MEMBERSHIP SECRETARY	David Pearce	<a href="mailto:memsec@guildford-iam.org.uk">memsec@guildford-iam.org.uk</a> 17 Burpham Lane, Burpham, Guildford, GU4 7LN - 01483 505389
FRONT DESK MANAGER	Shân Hughes	<a href="mailto:frontdesk@guildford-iam.org.uk">frontdesk@guildford-iam.org.uk</a> 23 Copthall Way, New Haw, Addlestone, KT15 3TX - 01932 350715
NEWSLETTER EDITOR	VACANCY	<a href="mailto:editor@guildford-iam.org.uk">editor@guildford-iam.org.uk</a>
EVENTS CO-ORDINATOR	Colin Pound	<a href="mailto:events@guildford-iam.org.uk">events@guildford-iam.org.uk</a>
WEB SITE EDITOR	VACANCY	

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](mailto:firstcontact@guildford-iam.org.uk) - 07814 172531

Please pass on this newsletter once you've read it –  
how about taking it to the garage where you have your  
tyres repaired and asking them to support us?

Please cut out these 2 postcards and put them in your local newsagent or other free advertising space – we are grateful for your continued support in attracting fellow motorists to the IAM

[guildford-iam.org.uk](http://guildford-iam.org.uk)

The Guildford & District Group of Advanced Motorists

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The Guildford & District Group of Advanced Motorists



**We are offering a free accompanied assessment drive of about 1 hour duration.  
You will receive a confidential appraisal of your driving from a qualified IAM Observer.**

**Let's make the roads in your town or village a safer place for all.**

**It's only with your participation as a driver that we can achieve this aim.**

**All ages of driver are welcome and will benefit**

**Contact: Chris Hughes, 07814 172531 Email: [firstcontact@guildford-iam.org.uk](mailto:firstcontact@guildford-iam.org.uk)**

The Institute of Advanced Motorists and the Guildford & District Group are Registered Charities

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