

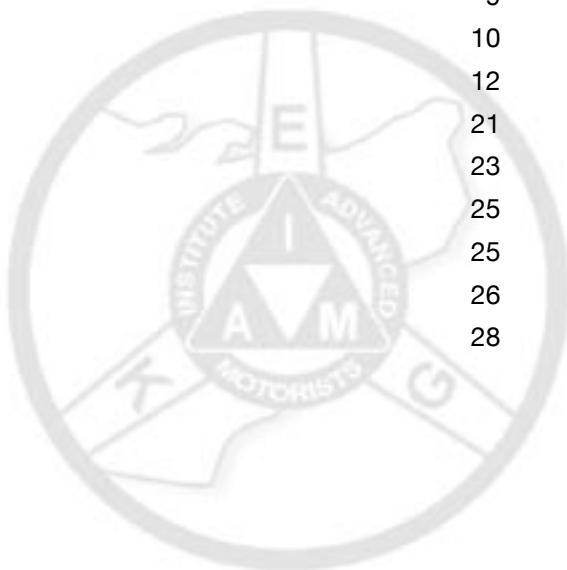
EAST KENT GROUP

Newsletter December 2003



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If you need to contact any of the above, please do so before 10 pm.
Should the person you require not be available, please contact any other member who will deal with your enquiry or pass on your message as soon as possible.
Thank you.

I started the last newsletter off with a report of how well Mum and I had done with regard to injuries that quarter. Well, it didn't last long. Mum has since picked an argument with the pavement, face first. Needless to say, her face didn't win. It was probably the excitement of being a Granny! Luke Ross Mackenzie, my Nephew, her Grandson, made an appearance in September, a month earlier than expected.



He is quite frankly the cutest baby ever, and after a slow start is now a little biffa of 10lbs 12ozs. His existence has meant that my cats, Ronnie and Reggie consider themselves sorely neglected as I clock up

the miles between Ramsgate and Dover. He is such a great time waster. I went to see him the day he was born, and spent eight hours watching him – do absolutely nothing!

We are soon to be Devon-bound again, this time for Christmas dinner with our mini mad friends. Now, I realise this might seem a long way to go just for dinner, but after having driven all around the country, Devon's just a short stroll – isn't it?

It has been a very busy three months, I feel like I haven't stopped. As well as doting on my new nephew, I went to the Regional Liaison Forum with Gary and Mum at the beginning of September, and the IAM National Conference with Mum at the beginning of October, both of which you can read about in this newsletter. The first two Drive-In centre sessions took place with a fair degree of interest, and people even came to the October session when it was wet, windy and generally 'orrible.

Work-wise, things are still going well, and I'm learning more and more. We recently completed our website, and if you're into classic arcade games, it's worth a look.

[<http://www.thedesignc.com>].

I had to test each one thoroughly just to make sure it was ok – and they are. My job is just so strenuous! While I'm here, I would like to thank my boss, Guy, for his support this year – helping me design the newsletter, letting me use work computers, and more importantly letting me do the newsletter in work time when desperation requires it! (It's not THAT often).

Plans are currently afoot to bring our group into the electronic age, by getting us our very own website. We're at the early stages right now – but I'll let you know more as we progress. If anyone has any plans, ideas or requests for what they would like to see on the site – please drop me a line.

Now, I bid you farewell. I have some time yet, but I plan to start panicking about Christmas very soon, and the fact I haven't done any shopping yet. People I know have actually bought presents AND wrapped them!

Have a Merry Christmas and continued Safe Driving in the New Year.

Michelle

Please send me any articles, letters, rants, suggestions or comments, either by e-mail to:

ekg.ed@tiscali.co.uk, or by snail mail to:

Flat 5, 13 Paragon, Ramsgate, Kent, CT11 9JX.

I've been busy lately. Really busy. Unbelievably busy, (really, I have). Hardly had time to eat, sleep, clean the house, get my tax return in, etc. etc. Starting to rush about (I kid you not) under the illusion it makes a big difference to the speed things get done. It does make a difference, but much less than I thought. Not enough to justify the effort involved. Supermarket "trolley time" can be reduced by about five minutes only. It would be more were it not for all those other people who really DO NOT need to get their shopping while I am getting mine. And they drive their trolleys on the right, stop on blind corners, turn round without warning and, the greatest sin of all, go round the supermarket clockwise. I thought everybody knew you had to go round anticlockwise.

Increasing maximum speed makes little difference to journey times on the road either. Surprisingly little. Many years ago, when I had a little Renault 5 and not a lot of spare cash, I used to go up (and down) the dreaded A1 from round about Potters Bar to Scotch Corner, which is a fair old stretch. This I used to complete never exceeding 69.9 mph. Hmmm. It took about half an hour to get up to that speed anyway, so once I got there I was intent on maintaining it come what may, and in my pimply state was largely oblivious to other road users, so that made it easier. Besides, I was the best driver in the world!

Then one day I had this amazing idea. I claimed ownership of it myself, although rumour had it that it may have occurred to someone else simultaneously. It was that my financial status would become less precarious if I drove MORE SLOWLY, thereby saving fuel, and, indeed, MONEY. This alien concept took some time to sink in, but I resolved to apply it as and when I could. Well, resolutions are made to be broken, and this one was, frequently. Except, curiously, on the long, straight-ish and exceedingly dull A1.

I did the whole journey not exceeding 60 mph. My atlas tells me it is 200 miles, or maybe a bit more.

So, how much longer did it take? Go on, have a guess. Don't be shy. Half hour? One hour? Two hours? More? Nope. Twenty minutes. A measly twenty minutes. That's all. I could blow that all in one go by stopping at a roadside caff for a cup of tea.

So, whatever your views for and against speed limits, the idea that they restrict journey times significantly doesn't really hold up.

Merry Christmas and a happy New Year.

Nigel

Chairman's Report 2003

Unfortunately, our Chairman, Nigel Cooke, can't be with us for this year's AGM. As we currently do not have a Vice Chairman, I was asked to stand in as Chairman for the evening.

This has been yet another busy year for the East Kent Group. Lots of positive and happy events have happened, but these were tinged with sadness at the death of John Smith in February. John was a founder member of the East Kent Group 26 years ago and was a devoted and enthusiastic supporter of the group and all of its activities relating to road safety and Advanced Driving.

During the year we have been entertained and educated by a diverse variety of guest speakers at our monthly social meetings. We have heard about the work of the Royal Society for the Protection of Birds at Sheerness, academic liaison at Pfizer, model aeroplanes, and the river taxi and Harbourmaster's role at Sandwich. We didn't forget to include topics about driving though! We had a fascinating talk about the work of the Kent Police Road Traffic Accident Investigation Unit, an interactive presentation about the new hazard awareness and hazard perception driving theory test, and an evening with Peter Hall, our local IAM examiner.

In June, we held our annual manoeuvring evening, expertly organised by Richard Hazell, our Observer Coordinator. Sixteen members enthusiastically attempted to negotiate the demanding course through cones, poles and innocent bystanders. We took this opportunity to commemorate the memory of John Smith by awarding the winner, Caroline Hill, the "John Smith Challenge Trophy".

For the first time in many years, we did not run our annual Treasure Hunt early in July. This was because Cynthia Lewsey, who had prepared the route with questions, was due to emigrate to Spain in July. We wish Cynthia, who had served on the committee as Vice Chairman and Chairman and was also a Senior Observer, a happy retirement with her husband, Tony. On behalf of the East Kent Group, I would like to thank Cynthia for her tireless dedication to the Group and the good causes of road safety over many years.

Two long-standing committee members are now retiring from the committee. We would like to thank Tony Ansell and Steve Tarrant for their devotion to the group over 15 years and 10 years respectively.

With two members of the committee leaving, I am pleased to welcome a new member, Nick Williams. Nick is not a new face to the committee as he has already served part of his time with us after being co-opted earlier in the year.

Our new magazine editor, Michelle Stone, is doing a sterling job and has already produced three issues. We wish Michelle continued inspiration as editor and hope that she is regularly inundated with many news items and contributions for the magazine. The magazine is the lifeblood of the Group and, for many members, is their only regular contact with the Group and its activities.

News about the activities of the Observers over the year was going to be reported by Richard Hazell, but he is ill and can't be with us this evening. However, I'm pleased to tell you that the Observer training is going well. Without a steady influx of new Observers, the Group will eventually die; but that looks unlikely to happen in the foreseeable future.

Last weekend saw the first of our monthly "Drive-In Centre" mornings based at Kingston Village Hall. This scheme is the brain-child of Richard Hazell and although we appreciate that it will take a while for these sessions to become established, we were greatly encouraged that 4 or 5 members of the public attended for assessment drives.

Back in the spring, two more successful skid-pan sessions were held at the Kent Police Headquarters in Maidstone. All those that participated enjoyed and benefited from the experience.

Throughout the year, the committee has met four times to organise the Group's activities.

The East Kent Group has been represented at both of the Region 2 Liaison Forum meetings in March and September and at the National Conference last weekend. In addition, committee members have represented the Group at the AGMs of our neighbours, the Mid-Kent Group and the South London Group.

Finally, on behalf of the East Kent Group I would like to acknowledge the great work done by all of the committee. All of the committee members contribute to the good cause of the Group, but I want to give special thanks to our Group Secretary, Sheila Redwood, who devotes a considerable amount of her time to ensure the smooth running of the Group. Last, but definitely not least, the Group thanks our dedicated band of Observers, without whom, the Group cannot function.

Gary Nichols

(standing in for Nigel Cooke as Chairman)

Observers Co-ordinators Report

The last twelve months have involved a great deal of activity on the Observer front.

Associates

It was identified at the last AGM that we needed to clarify the position in respect of Associates who had been on our books for a considerable length of time.

Currently, we have 29 Active and 18 Non active Associates who, for the most part, can be considered to be current.

With the odd exception, the non-active Associates represent those who have failed their Test and have not maintained contact.

Waiting List

Thanks to the efforts of the Observers, the majority of Associates are allocated an Observer within 3 weeks of their registration.

Occasionally, we still experience some difficulties when a relatively large number of referrals are received within a short period of time, which problem is compounded when non-active Associates decide to re contact their Observers direct.

Test Passes

For the period 1st April 2002 to 31st March 2003, we achieved 39 known Test Passes as compared to 23 Passes for the preceding twelve months, and for the period from 1st April 2003 to date, we have achieved 18 known Passes, only 3 Passes short of the figure for corresponding period last year.

Observers

There has been considerable movement involving Observers resulting in the loss of the services of three valued and experienced Senior Observers. Cynthia Lewsey has retired to Spain, Trevor Groves has resigned due to pressure of work,

and Ray Pittet and Ted Wratten have both sadly suffered bereavement. We can but hope that Ray and Ted will be able to return to active Observing in the future as we can ill afford to lose the services of such able and experienced Senior Observers.

Fred Page and Trevor Brown have successfully undergone Re-Testing as Qualified Observers, and Paul Johnson has likewise successfully undergone Re-Testing as a Senior Observer. Additionally, Ted Willey, Paul Clark, Barrie Bailey, Nick Williams, Richard Blackford and June Thomson have all become Qualified Observers, and Barrie Bayley has also passed his Senior Observer Test.

The current position is that we have 23 Observers, made up of 21 Active and 2 Non-active Observers.

Of the 23 Observers, 14 are Qualified, 5 are group Observers, and 4 are Trainees.

Training

We have held 2 training sessions involving 12 Trainees in total. Of these, 5 have qualified, another 5 are in various stages of training, 2 of whom have already passed their written Tests and building up their "Observer Hours" prior to undertaking a Practical Test. The remaining 2 have withdrawn.

Drive-In Centre

This is a new project for the Group. The intention is to provide Assessment and Demonstration Drives, and On the Spot joining opportunities, for members of the public, Observed Runs for un-allocated and current Associates, refresher Drives for members and Observers, Training opportunities and an informal meeting place for Observers and members.

The Drive-In Centre is open on the first Sunday of every month, except January, between 10.00am and noon, and we meet at the Kingston Village Hall. We have enjoyed an encouraging start, but it will take some time to establish.

Future

Our Aims for the next 12 months must be to maintain better contact with all Associates, particularly those who have failed their Test at the first attempt, encourage Group Observers to become Qualified, ensure we provide training opportunities twice per year, and establish the Drive-In Centre.

Additionally, work on starting the Drive-In Centre has highlighted the need for a publicity or marketing officer, and the East Kent Group is keen to appoint someone with a flair for publicity, the sooner the better.

In the meantime, anyone wanting further posters for the Drive-In Centre please contact the Observer Co-ordinator.

Appreciation

In conclusion, I'd like to thank Members of the committee and the Observers and Associates for their support and hard work during the last twelve months.

Richard Hazell
Observer Co-ordinator

**EAST KENT GROUP OF ADVANCED MOTORISTS (Registered Charity No. 1049659)
 INCOME AND EXPENDITURE ACCOUNT
 FOR YEAR ENDED 31 MAY 2003**

	£	p	2003 £	p	2002 £	p
Income						
Subscriptions:						
Group Full Members	1,470.00				1,540.00	
Group Associate Members	958.00				1,752.50	
Group Friends	24.00		2,452.00		30.00	
					<u>3,322.50</u>	
Profit on Raffles & Socials			13.16			160.56
Sales from Group Shop			36.00			234.00
Outside Events			12.00			0.00
Bank Interest			60.23			89.78
Total Income			<u>2,573.39</u>		<u>3,806.84</u>	

Expenses

Postage			300.32		304.69	
Newsletter Production			1,270.00		1,300.00	
Stationery			134.72		176.02	
Monthly Meeting Room Hire			224.00		224.00	
Senior Observer Test Fees			0.00		60.00	
Group Insurance			277.98		273.87	
Conference Expenses			120.00		64.50	
Publicity			20.00		15.00	
Associate and Observer Training Expenses			373.90		178.05	
Speakers' Expenses			135.00		82.49	
Depreciation			80.73		80.73	
Regional Liaison Forum Subscription			15.00		20.00	
Group Shop Cost of Sales			25.00		198.08	
Sundry Expenses			118.96		40.04	
Total Expenses			<u>3,095.61</u>		<u>3,017.47</u>	

(Deficit)/Surplus for Year

<u>(522.22)</u>	<u>789.37</u>
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**BALANCE SHEET
 AS AT 31 MAY 2003**

	£	p	2003 £	p	2002 £	p
Fixed Assets						
Equipment (At Cost)	368.92				618.92	
Accumulated Depreciation	(355.47)		13.45		(524.74)	
					<u>94.18</u>	
Current Assets						
Group Shop Stock	41.95				62.20	
Stationery Stock	52.31				49.31	
Subscriptions outstanding	10.00				36.00	
Prepayments and Accrued Income	117.86				92.43	
Deposit Account	4,551.67				4,775.08	
Current Account	505.53				705.79	
	<u>5,279.32</u>				<u>5,720.81</u>	
Current Liabilities						
Subscriptions paid in advance	10.00				10.00	
	<u>10.00</u>				<u>10.00</u>	
Net Current Assets			5,269.32		5,710.81	
Net Assets			<u>5,282.77</u>		<u>5,804.99</u>	
Capital Account						
Opening Balance			5,804.99		5,015.62	
(Deficit)/Surplus for Year			<u>(522.22)</u>		<u>789.37</u>	
Closing Balance			<u>5,282.77</u>		<u>5,804.99</u>	

Observer Co-ordinator's Musings

I've oft heard it said that Roadcraft is the Advanced Motorist's Bible.

Personally, I prefer the view that the System of Car Control and the Advanced Driving Skills, as set out in Roadcraft, lay down the Principles on which Advanced Driving is based.

The reason for my slightly differing view is that the "System" was formalised in 1937, when the Hendon Police Driving School was founded and, therefore, became the core of Police Driver Training.

It appears to me then, that we should be mindful of the fact that we cannot have the same expectations of the average driver as we would of a professional driver.

What first started me off thinking about this was the Pre-drive and Roadworthiness check on pages 170 and 171 of Roadcraft. When having some Observed Drives with Rospa, I was expected to learn each of the specified checks and for the life of me I couldn't understand why I should have to recite the engine type, type of drive and type of gear box, number and position of gears (I should clarify that I never completed the Rospa course due to lack of Observer availability).

It is important to know and understand your own car but, as a one car family at the time, I didn't see the need to recite this every time I got into the car. My feeling was that this applied to people with access to pool cars.

In this modern age, these pre-drive checks would apply also to members of two or three car families.

Of course, modern cars are faster, safer and regularly maintained, but it is appropriate to carry out the pre-drive checks as stipulated when driving a different car. One of the modern day anomalies is not only the number and position of gears, but also the positioning of the indicator stalk, particularly as Japanese cars tend to have them of opposite sides to the majority of European cars. How many of us have actually have switched on the windscreen wipers when meaning to indicate?

I will be looking to discuss Pre-Drive and Roadworthiness Checks in the next issue, and would be glad to hear and/or read your views in the meantime, on what these should entail for the average driver.

Richard Hazell

Letters to the Editor Pet Hates

As I drive around I have one or two pet hates - the lack of use of indicators at roundabouts, which makes it impossible to 'read' the traffic; and junctions which are badly set up, particularly the cross roads from Manston to Manston road across the Westwood/Broadstairs road (Haine Road).

There are lanes for those cars on the main road wishing to turn right but no consideration or allowance has been made for the Manston-Manston Road traffic.

I think it is positively dangerous and wonder what other people think?

*Sincerely
Patricia Papa*

Contributions From our Minister's Sermon

Our Minister was officiating at a funeral a little while ago. The service in the church had run a little late and he was sitting beside the driver in the hearse on the way to the crematorium. After a bit the Minister noticed that the driver was doing 55 m.p.h. in a 40 m.p.h. stretch of the road. He asked the driver if he shouldn't slow down a bit but the driver said not to worry and carried on at the same speed past a speed camera which did not flash. At the crematorium the driver assured our Minister that provided he had a body in the hearse it would be O.K. because he was on an errand of divine mercy!

Sheila Redwood

European changes to the practical driving test

I was recently made aware of changes to the standard driving test, and found this on the web.

Vehicle safety check questions (Random Checks). These are basic safety checks that a driver should carry out to ensure the vehicle is safe for use. Although some checks may involve the candidate in opening the bonnet to identify where fluid levels would be checked, pupils will not be asked to touch a hot engine or physically check fluid levels.

As vehicle technology advances more and more vehicles are being equipped with electronic diagnostic systems, which inform the driver of the state of the engine fluid levels and tyre pressures. It will be acceptable for a candidate to refer to the vehicle information system (if fitted) when answering questions on fluid levels or tyre pressures.

Examples of the questions that will be asked and the assessment criteria.

Candidates will be asked two questions, one 'show me' and one 'tell me'.

One or both questions answered incorrectly will result in one driving fault being recorded. Examples of safety check questions for cars;

Open the bonnet, identify

- where you would check the engine oil level and tell me how you would check that the engine has sufficient oil.
- where you would check the engine coolant level and tell me how you would check that the engine has the correct level.
- where the windscreen washer reservoir is and tell me how you would check the windscreen washer level.

- where the brake fluid reservoir is and tell me how you would check that you have a safe level of hydraulic brake fluid.

Tell me how you would check that the

- brake lights are working on this car.
- brakes are working before starting a journey.
- tyres to ensure that they have sufficient tread depth and that their general condition is safe to use on the road.
- the power assisted steering is working before starting a journey.

Show me how you would check the

- headlights & taillights are working.
- direction indicators are working.
- horn is working (off road only).
- handbrake for excessive wear.

[<http://dsa.gov.uk>]

“I don’t know what the speed limit is – I’m lost”

October’s social evening guest speaker was Lester Parsons of the Kent Police. I can only say that if you did not attend, you missed one of the most entertaining evenings of the year. He had various members present in tears of laughter, while managing at the same time to be informative.

Lester Parsons has been a member of the IAM for 15 years for both Car and Motorcycle, and an instructor for 18 years. He opened the evening with a “Channel 4” warning, indicating that while he in no way meant to be rude or offensive he might be, because while the further up the ranks you rise, the more of a politician you have to be, he is a PC so gets to tell it as it is.

He regaled us with anecdotes of situations he’s been in, or more specifically that people get themselves into, and what is guaranteed to make a policeman really cross when they’ve pulled you over. After 20 years in traffic work, he has quite a resource to draw on.

Basically there are 3 speed limits – everywhere is 30 mph, except motorways – 70mph, or dual carriageways – 60 mph. If it’s any different there are a lot of signs saying what it is i.e. 40/50 mph. So nothing irritates them more than pulling someone over for speeding and them professing ignorance as to the reason, or receiving a torrent of abuse and swearing.

One recent case that amused him was a woman driving through Tonbridge. It’s a 30mph road, she’s in a 4x4, the kids are yelling in the back, she’s got the map on the steering wheel, and she’s not doing 30 mph. When he asks her what the speed limit is? “I don’t know what the speed limit is – I’m lost”. Oh, that’s alright then.

Contrary to what a lot of people believe there are no speed traps either, there are always clues, and the signs are not covered up. The Police are not on a bonus scheme for catching speeding drivers. The radar will always get the car at the front of a queue of cars – that you were being pushed faster by the following cars is not a good excuse - and they don’t get a ticket.

There is not enough respect on the roads between road users. Lester advocates trying bikes, coaches and articulated lorries, just to get a perspective of someone else’s driving experience, and an understanding of what these vehicles are capable of or likely to do.

If stopped by a Policeman, accept any advice they offer. As Lester says, they are experienced in their field be it mechanics or whatever, so if they highlight a problem they know what they are talking about.

The evening eventually ended, with me requesting the keys to his bike so I could have a play. I've always thought a flashing blue light would be just the right sort of finishing touch to my bike. Although he said yes, he never did actually hand over the keys...maybe next time.

Michelle Stone

Regional Liaison Forum September 2003

On Saturday 6th September 2003, Carol Stone, Michelle Stone and Gary Nichols represented the East Kent Group at the Region 2 Regional Liaison Forum in Lower Kingswood, near Reigate, Surrey. Thirty four delegates from about half of the 28 Advanced Driving Groups (car and motorcycle) within Region 2 attended the Forum.

This was the latest of the very successful meetings organized by the Region 2 Liaison Committee under the auspices of Jean Clark, Mark Broad, Mark Samuels and Ian Nayler. A busy day was planned with speakers covering a diverse range of driving topics.

Firstly, it was a pleasure to see and hear Ted Clements reminiscing about his time with the IAM. From 1978 until his retirement in 1996, Ted was the Chief Examiner of the IAM. He recounted many of the landmark events that have occurred within the IAM. Prior to being with the IAM, Ted was a traffic policeman in London. During his entertaining and enlightening talk, he described some of the colourful times he had as

a police officer and recalled several amusing and startling anecdotes about his encounters with distinguished personalities and celebrities.

Ian Nayler then gave an interesting and informative presentation about the Bike Safe course, which is dedicated to safer riding in London. Ian said that Bike Safe has been set-up in response to the increased use of motorcycles in London since the introduction of the congestion charge. As more less-experienced bikers have taken to the streets of London, the potential for more accidents has increased. The one-day course is a bargain at £25 and those who pass the course are guaranteed to get an instant reduction in their bike insurance premiums. For further details visit the web site at www.bikesafe-london.co.uk.

John Mills (Divisional Council Member) and Keith Cooper (Regional Coordinator) both gave reports. In 2006, the IAM celebrates its 50th Anniversary and all members have been asked to suggest ideas about novel ways in which to commemorate this important event. A new booklet is soon to be issued by the IAM about how to maximize Group publicity.

Ginny Richley runs a motorcycle training school (GRS Motorcycle Training) and she spoke about her experiences training a wide range of bikers. She used to be a motorcycle Observer and realised that she enjoyed training Associates so much that she set up GRS. Although the training her company provides is not focused specifically on getting bikers to Advanced standard, she does provide invaluable training for bikers. Her local group, the Wey Valley Motorcycle group, sends Observers to GRS for training because they find it more beneficial and cost effective than having to devote the time and effort of their own Observers.

Robin Sharman gave a very interesting presentation about the Portsmouth Advanced Motorists, with particular emphasis on his role as their magazine editor. For most Advanced Driving groups, the group magazine is a very important tool with which members and Associates keep in touch with their group activities. Robin reminded us that the magazine is used to report group news and very often, it is the only contact that members have with their group. He had some very useful advice for magazine editors.

Finally, John Mills gave a very sobering (pun very much intended) presentation about the consequences of being caught and prosecuted for drink-driving. He is a prison officer and has seen at first hand the devastating affect that prison has on inmates convicted of drink-driving. John's graphic description of how a prison sentence impacts upon the life of a drink-driver whilst in prison and after release was more thought provoking and shocking than most of the adverts seen on TV! It really doesn't pay to drink and drive; the losses far outweigh the short-term "gain" of having a drink too many.

The meeting finished with an open forum discussion and Annual General Meeting. These meetings are very informative and enable us to meet with other Groups. Attendance is not restricted to Group Committee members, so if you fancy a day out to learn more about how the IAM works at the local level, then do let us know. One of the attractions at the meetings is the excellent catering provided by John Mills' wife, Christine ("Mills-on-Wheels").

The next Regional Liaison Forum meeting will be held in Spring 2004.

Carol, Michelle and Gary

IAM National Conference 2003 Saturday 4th October

October saw Mini dusting off its hubcaps for another journey, this time to Birmingham for the National Conference. Mum and I set off on the Friday evening quietly confident in our ability to find the hotel in time for dinner.

After circumnavigating Coventry a couple of times, we stopped for directions at a petrol station where the clerk was apparently even more oblivious of his surroundings than we were. Luckily the patrons of said petrol station were more forthcoming, and one kind gentleman actually led us right to the hotel door. We were very close as it turned out, and the directions given to us by the hotel were less than useful. (That's our story anyway). In the cold light and drizzle of the next morning it could clearly be seen that the hotel was right on the A45 and almost impossible to miss. Never mind eh?

I was pleasantly surprised by the Conference, as this was my first and was not sure what to expect, but was sure that it would be a long and tiring day. I could not have been more wrong! The day flew past, ran like clockwork with the Chairmanship of George Goldie OBE and was filled with fascinating speakers and subjects.

John Maxwell welcomed us to the conference, indicating that a national membership of 112,000, and an average group membership of over 200 the IAM is the highest ever.

He was followed by Cris Burgess from the School of Psychology at Exeter University, who discussed 'why we drive in the way we do'.

The contributing factor to the way we drive is behavioural differences based on perception of risk, so if something 'feels' dangerous to us we pay more attention and take less risks, while conversely if something 'feels' safe our behaviour is not inhibited by danger and we take more risks. He went on to explain all this in far more detail, but suffice to say it was a fascinating topic.

David Kenworthy spoke about A Policing and Road Safety Perspective from his viewpoint as a former Chief Constable of North Yorkshire, and expressed concern that speed cameras used inappropriately by local authorities, who put cameras where they like and use them badly, are being used like a blunt instrument that is only succeeding in alienating middle England, while hypothesised cameras use funds gained for Road Safety. Policing on the roads today is proving far more difficult when faced with a public outcry of "Haven't you got something better to do - like catching real criminals?", and increased paperwork.

Roger Harrabine of BBC Radio 4's Today Programme was the next speaker, and highlighted how media reporting can often be biased, and not usually in a positive way for Road Safety. Papers are there to sell papers, and so skew stories to be sympathetic to the 'victim' i.e. their readers. The 'victims' in these cases are drivers, and speeders – in these scenarios the perpetrators of the wrong doing.

After lunch there were 'Surgery' sessions, to express any concerns, suggestions or get any information, before moving on to the final speakers, all from the IAM. Vince Yearly, IAM Press Officer, spoke about a new guide that has been made available for Publicity Officers and Newsletter Editors saying that the IAM doesn't punch it's weight with regard to publicity, and that most drivers don't even know that the IAM exists.

The guide outlines techniques for improving awareness of Groups locally, and guidelines for Newsletter content and 'behaviour'.

Next up were the Webmasters. The IAM website is constantly evolving after first going live in 1996, with only 23 groups having web pages. Now 179 groups have pages, the site receives 850,000 hits a month which averages out at 40,000 people per month. It is THE main marketing tool for the IAM and its groups, allows quick and easy contact with the IAM and aids the growing public awareness of the IAM via internet use. August saw the launch of the new Members only area <http://www.iam.org.uk/MembersOnly>, and October a new GroupsInfo area, that provides a means for a Group to access data relevant to its running.

Christopher Bullock, IAM Chief Executive emphasised that the IAM reputation is our most valuable asset, which all Groups contribute to and benefit from. We should do all we can to enhance and not undermine that reputation, and were reminded that group newsletters are public communications. He went on to talk about the future and Skill For Life. From April 2004, Skill For Life will become the only method for Associates to enrol with IAM Groups. New literature branding is being rolled out, new partnerships are being formed with DAEWOOL, Jaguar and Max Power magazine, and consideration is being given to some form of "Student" IAM Membership that will coincide with Group Associate Membership.

The Fred Welch Rose Bowl was presented to Reg Gough of Herefordshire in recognition of a full life promoting Road Safety. This had involved some subterfuge on the part of his family to get him there, as he was actually on holiday.

We were both surprised at how quickly the day had gone, how much we learned, how many new people we met, from all over the country and how much we enjoyed the day.

We were soon on our way home again – with a lot more success than the upward journey.

We look forward to going again.

Michelle and Carol Stone

Lands End to John O'Groats 2003

Monday 23rd June

We have quite a long way to travel, so we left home for Devon. When we arrived we set up the tent at Braddicks Holiday Centre at Westward Ho! It was a lot emptier than we are used to, as we always go to this site in August when we do the North Devon Mini Register "Grand Tour", but more about that later.

Tuesday 24th June

We took the tent down and headed off to the Sunshine Cafe. Michelle does enjoy her cooked breakfast when we are away! We went back to the campsite to wait for the others before we all set off for Land's End. Terry, the organiser of the event, came and collected us and took us to Littlebridge House, which is the Children's Hospice South West. The others in the group are collecting for them, while we obviously collect for Demelza. When we got there the local radio and paper were there for interviews and pictures. The staff at Littlebridge House are always pleased to see Michelle and I as the children and helpers talk to Demelza via email etc. and are keen to hear any news.

After everything was done, we set off for the drive down to Land's End. There were five cars and one was meeting us down there later on. Only six cars were taking part this year, as we were trying out a new route and it was thought it would be easier with a smaller group. Once we had registered, so that we would get our certificates on completion, we went down to the signpost to have our picture taken. We always cause a bit of a stir when this happens and draw quite a crowd of onlookers. Not to be daunted, I waved the collecting box under as many noses as possible! Well, it has to be done.



We set off for the campsite, which wasn't too far, put the tents up and then went for something to eat. After that we all turned in as we had an early start in the morning.

Wednesday 25th June

We had to get up bright and early, which Michelle finds to be the worse thing about the trip, (well it's not normal to be awake that early!), dismantle the tents and hit the road by 6 o'clock. The best part, according to Michelle, was when we got to Bideford and went to Tesco's for breakfast, and she was first in the queue!

We had a fair drive in front of us, but the new route took us over the old Severn Bridge and skirted through the lower part of Wales and Hereford.

We had several attempts to find our campsite at Prees, and in the end we had to ask for directions. I think the locals were a little bemused by the group of minis that kept going backwards and forwards through their village!! We eventually found it though and it was still only 5.30pm. This was a vast improvement on last year when we were arriving at campsites after dark.

Thursday 26th June

Another 6 o'clock departure, more moaning from Michelle! We headed for Kendall to have breakfast. We arrived at Moffat at 1 o'clock, almost unheard of!! The weather was hot and sunny, and it was almost like being on holiday. It was a very nice Camping and Caravan Club site with rabbits all over the place that were almost tame. After we had put the tents up, the run leader had a little nap and the rest of us sat in the sun. We went for a wander into the town and from there into the pub. The only problem with the campsite was that as the sun went down the midges came out - nasty little things. They might only be minuscule, but I'm convinced their teeth are an inch long at least!! There was nothing else for it, after we had all had something to eat we adjourned to the pub, just to get away from the midges of course.

Friday 27th June

We didn't have to leave until 7.20, a positive lie in. The weather had changed and it was wet and cloudy. We were going to Safeway in Dumbarton for breakfast, (which really upset me, because we kept driving past lots of supermarkets, and I was very hungry - Michelle). We needed to bypass Glasgow, but unfortunately the weather had turned really nasty and it was raining quite hard.

There was a call from the lead car, enquiring if we had noticed anything, which we hadn't, which was quite handy as we had missed the junction we were supposed to go off at.

At least we had all missed it! The visibility was diabolical and we were all concentrating on the mini ahead of us; when we could see it that was.

By the time we got to Dumbarton it was way past breakfast time. It was this that confirmed Michelle's reputation as a steering wheel nibbler, as she was starving, (mind you she quite often is). However, we needed to make a comfort stop, so to speak, and it was at this point that we lost the others. We called over the CB to say that we were making a brief stop and we would catch them up. Easier said than done! We got back on the road quite quickly but we couldn't raise anyone on the CB. Out came the trusty mobile phone to get hold of Terry, but when we told him where we were we had just gone past the turning we needed! Fortunately Michelle remembered from last year that we could turn again a little further on, which we did - only to meet the other five cars coming the other way. They had asked for directions to Safeway, only to go wrong. Eventually we found the place and there was a mad rush to be first in the food queue.

After that it was a fairly straightforward run up to Inverness, although the views of the lochs weren't as good as last year as the weather was so dismal. There was no trouble finding the campsite, as this was the third year of going to this particular one. The rain did stop so we were able to get the tents up and have something to eat, then a chat with some of the others before going off to bed.

Saturday 28th June

The best feature of this campsite is that we don't have to take the tents down, as we come back here after we have been up to JO'G, oh bliss. We also know where Safeway is for breakfast, much to Michelle's joy, (and it's only 2 minutes away). The journey up to JO'G is very straightforward (well there is only one route), and the scenery is absolutely stunning, and the weather had cleared up so the views were visible.

We did make an unscheduled stop this year though, as someone needed the loo, everybody else thought it was a good idea and we had plenty of time. When everyone was back in their cars a joint decision was taken to drive on down a bit further to see what we could find. We found a beautiful little harbour with a lighthouse on the end, with room to get the cars lined up in front of it for a photo opportunity. There was a young man down there who was getting married later in the day and he insisted in emptying his pockets of loose change into Terry's collecting box.

After the break we continued on our route and arrived at JO'G at about 12.35pm. It is always an anti-climax when we finally get there, as a couple of the cars were heading straight off after we had registered and had the photos done, but once again it had been a thoroughly enjoyable time, with a great group of friends.

On the way back we made a stop at Caithness Glass, which has a shop that sells the glass at much cheaper prices than you can find them anywhere else. Michelle bought me a beautiful vase, but unfortunately the factory was closed where usually you can see them blowing the glass. Very interesting, but oh so hot.

After this we got back on the road to Inverness, and at least we didn't have to put the tents up when we got there. We decided that we would all

get a take-away. Terry & Michelle opted to go and get it, Michelle saying she would go if she could drive Terry & Linda's car. You all know what she's like, she will drive anything given half a chance, so off they went.

Well it was all over for another year, and the next morning saw the remaining three cars heading back down south, while Michelle and I went to visit my sister and brother-in-law who live in Rosehearty, which is about an hour's drive from Inverness.



Lybster Harbour | John O'Groats



Sunday 29th June

After waving the others off, we took down our tent. We took our time as Safeway didn't open till 10.00. The lady in the cafe remembered us and asked where all of the other cars had gone. We told her that they had set off to the south but that we were going to spend a couple of days in Scotland.

We have been going to Scotland, since before Michelle was old enough to drive. Once she could drive, she desperately wanted to get mini on some of the roads up there. The coastal route east is a very narrow, bendy and hilly road, with hardly any traffic on it. Poor mini got flung, and I must admit it didn't do my back a lot of good, but it was extremely good fun.

That brings the tale to an end for another year. Thank you to everybody that helped us by sponsoring us. It doesn't matter how much, every little helps and this year, even after all of our problems, (Michelle and her bike accident, me trying to fly and not succeeding), we raised the Grand Total of £896, which delighted us and Demelza House. Thank you all once again.

Carol Stone

Drive-In Centre

The first 2 Drive-In centre sessions have made a promising start. The first dawned on a glorious, sunny September morning, with a good turn out of Observers, Associates and members of the public. More surprising, (too me at least), was that there was a good turn out for the second session as well, given that the weather was quite frankly awful.

The centre is an opportunity for unallocated associates to get some observed drives in, associates to get more practice or the opinion of another Observer, as well as members and observers alike to get their driving assessed, and ensure that they actually still are "Advanced Drivers". Also there is tea, coffee and biscuits. How could you miss it?

Michelle



The sessions are run the first Sunday of every month, from 10 am – 12 noon.

PLEASE NOTE: There will be no session in January.

To find 'The Barn', Kingston:

- Leave the A2 – Canterbury to Dover Road – at the junction signposted "Bishopsbourne Kingston and Barham".
- Take the B2065 signposted "Kingston, Barham and Elham".
- At the bottom of "Bonny Bush Hill" turn right by the bus shelter into "The Street".
- Pass "Church Lane" on the left and The Barn and adjoining car park are within 200m on the left.



North Devon Mini Register Grand Tour 24th to 25th August - Bank Holiday

Just to bore you all a little more with our Mini adventures. Every year Michelle and I go down to Devon for the Grand Tour. We did this for the first time in 1999 after we first met Terry and Linda who run the register. Terry, being able to talk for England, (and then some), persuaded us that it was something we really should do. So we did! Now after completing our fifth one, we have become part of the furniture so to speak.

This is a real fun event that just keeps getting better (and bigger) every year. There were almost 300 minis this year, and they were all in convoy, going from Westward Ho! via the Children's Hospice Southwest, the Valley of the Rocks Linton, Lee Abbey, (where we all park up and which takes some doing as you can imagine, for a break and a drink etc.), then we go on to Ilfracombe where we are welcomed by the Mayor.

Everybody dresses up, and that includes the minis. On previous years it has been a 60's theme but this year it was films. We dressed Mini up as "A Bugs Life", and got quite a few comments about it as we went along. It is now such a recognised event - it was its 9th year this year - that people come out in all the villages and roads along the route to wave and cheer. We also have Black Thunder with us, which is Lantern Radio's car, (even if it isn't a mini), and they broadcast live and play music, (We've got us a convoy, Self-Preservation Society - the classics), as we go along!



There are also about 50 motorcyclists who marshal the event for us.

They stop traffic to warn them what is about to happen, and so that the minis can keep together. It really is a sight to see, and North Devon literally grinds to a halt and everybody just loves it. Quite a few of the motorcyclists dress up as well and it is very comical to see some of them roaring past us with capes flying and ears flapping to get to the junctions, roundabouts etc before us. Michelle is determined to take her bike down next year, and we've spoken to several of the bikers who have been encouraging her. Terry said that if she does he would like her to lead the whole thing, which is quite a responsibility but I think she will enjoy it.

This year we went down to Devon on the Thursday so that we could take part in the Ilfracombe carnival, which we really enjoyed. We hung our collecting boxes on the wing mirrors and collected a huge amount of pennies from the children which all adds up. As we had got there early we got quite involved with helping, (I did say we had become part of the furniture!), with the Grand Tour which was really nice as we got to talk to and meet so many people from various mini clubs from all over the country.

The North Devon Mini Register really are a great group of people, and are so friendly. They must be, as we are going all the way down to Devon this month for the annual Christmas dinner and it's not only Michelle and I that go. My husband Dave, my younger daughter Lisa and her husband, and this year my new baby grandson Luke as well, are all going - a real family outing.

I think I have probably bored you all enough now with mini's, so I'll let you read the rest of the newsletter in peace.

Carol Stone

**Box Clever this Christmas With an Advanced Driving Course from the IAM
Issued: 17 November 2003**

The advanced driving course from the IAM makes an ideal Christmas present - and a New Year's Resolution rolled into one, come to that.

This year the IAM has introduced a new-look gift pack, which has everything you need to prepare for the advanced driving test, in style and safety.

The IAM Skill for Life gift token in the gift box has all the elements of the advanced driving course and is the perfect gift for somebody who enjoys their driving and wants to polish up their road skills.

The manual, Pass Your Advanced Driving Test, the enrolment details and a listing of the 200 plus IAM groups around the UK together make the ideal gift. The test itself is also included and so is the first year's membership subscription to the IAM for those who pass.

Beneath the festive garb, the IAM has a serious message. An advanced driving course will reduce the chances of a crash by between 50 and 70 per cent according to independent research.

The IAM Skill for Life gift box is available for both car drivers and motorcyclists.



**Hands Free Not Scot Free says IAM
Issued: 27 October 2003**

Motorists will be committing a specific offence if they use a hand-held mobile phone while driving from this December. But those who opt for a hands-free kit instead should not think they will get off scot free, warns the Institute of Advanced Motorists (IAM).

Writing in the winter edition of Advanced Driving, the IAM magazine, IAM Chief Executive Christopher

Bullock said: "This winter should see the beginning of the end for the 'phoney driver' - that anti-social individual who thinks it is possible to control a vehicle properly while talking into a hand-held mobile phone. This has got to be good news: from 1 December, there will be new fines for using hand-held mobile phones at the wheel, backed up with three penalty points to provide a much needed deterrent.

But for all those mobile phones violators out there - and their numbers don't seem to be decreasing - hands-free will not mean getting off scot-free. In the event of a crash the police won't be particularly impressed if by way of mitigation it is claimed that the telephone being used was wired into the car's system."

**Also in this issue of Advanced Driving:
"Ultra safe" Land Rovers to get the IAM treatment.**

A special programme has been developed by IAM Fleet, the UK's leading driver training company, to train Solihull-based in-house assessors of all employees on the Land Rover range production line.

Hand-picked IAM trainers have undertaken product and factory familiarisation and this modified special course is already creating interest from other manufacturers.

The training programme covers Range Rovers, Discoveries, Defenders and Freelanders and represents Land Rover's ongoing commitment to provide effective work place safety systems for employees, so reducing their risk exposure.

The move is believed to be the first time factory technicians have applied advanced driving techniques in this way.

New call to make P-plates mandatory

Compulsory P-plates for newly qualified drivers would help them gain crucial on-road experience and at the same time reduce the chances of a crash.

That's the claim from IAM Chief Examiner Bryan Lunn who has addressed the issues surrounding high-risk newly qualified drivers.

"P-plates indicate that the vehicle's driver is new and gaining experience. As such he or she deserves additional consideration and understanding from other road users, as well as a bit more time and space," said Mr Lunn.

"They are not mandatory in this country and have never really been popular for two reasons – firstly, most young drivers are very image conscious and many of them are reluctant to display P-plates, which are seen as un-cool. Secondly there is no incentive from insurers or anyone else to encourage them to do so.

"After passing the test, new drivers have good basic skills but what they lack is experience.

Compulsory P-plates would help new drivers gain that crucial experience much more safely than they do now. Making P-plates mandatory would be a major step to improve road safety," he said.

"4x4" Mums Asked To Take Extra Care On School Run Issued: 1 September 2003

As schools across the UK prepare to go back after the summer break, the IAM has issued a special plea to all parents, particularly those using large 4x4 vehicles for the school run.

One in five children injured on the road is hurt during the hours of the school run, which typically sees rush hour traffic swelling by nearly 20 per cent.

Although over a million children a day are driven to school in private cars, only a tiny fraction of the parents at the wheel have ever done anything to improve their driving skills. Instead they rely on their general driving experience.

"With larger vehicles there comes a larger responsibility – and that applies especially to the roads around schools. While any car is potentially lethal if driven badly, it has to be said the handling characteristics and the weight and size of these 4x4s together pose a potential additional road safety risk when there are child pedestrians around," said Bryan Lunn, IAM Chief Examiner. Mr Lunn said 4x4 drivers should bear in mind:

- Where narrow roads and parking prevent two vehicles passing, it is far better to give way rather than mount the pavement in order to "squeeze" past. Driving on the pavement is illegal, damages the pavement and you could injure a pedestrian.

- If "bull bars" are fitted on the vehicle, consider removing them. They are increasingly unfashionable and pose a needless additional risk for pedestrians, especially children.

- Those who choose 4x4s in order to make their own children safer inside should give equal consideration to the child pedestrians outside. Around schools, speeds lower than the posted limit are increasingly appropriate.

"IAM Fleet has a partnership with 4x4 specialists HLR, offering a unique on and off road driving course just for these vehicles," said Mr Lunn. Also the IAM has a free fact sheet for any parent or teacher who wants to find out how to encourage more responsible driving around schools. Any driver or rider who wishes to find out how to improve their safety on the road can contact the IAM on 020 8996 9600.

Only In America

In 1994, a New Mexico jury awarded \$2.9 million in damages to 81 year old Stella Liebeck who suffered third degree burns to her legs, groin and buttock after spilling a cup of McDonald's coffee on herself. This case inspired an annual award - The 'Stella' Award - for the most frivolous lawsuit in the US. The ones listed here are clear candidates — with the right attorney you could win anything!

1. January 2000

A jury awarded Kathleen Robertson of Austin Texas \$780,000 after breaking her ankle tripping over a toddler who was running inside a furniture store. The owners of the store were understandably surprised at the verdict, considering the misbehaving little brat was Ms Robertson's son.

2. June 1998

A 19 year old Carl Truman of Los Angeles won \$74,000 and medical expenses when his neighbour ran over his hand with a Honda Accord. Mr. Truman apparently didn't notice there was someone at the wheel of the car when he was trying to steal his neighbour's hubcaps.

3. October 1998

A Terence Dickson of Bristol, Pennsylvania was leaving a house he had just finished robbing by way of the garage. He was not able to get the garage door to go up since the automatic door opener was malfunctioning. He couldn't re-enter the house because the door connecting the house and garage locked when he pulled it shut. The family was on vacation. Mr. Dickson found himself locked in the garage for eight days. He survived on a case of Pepsi he found and a large bag of dry dog food. He sued the homeowner's insurance claiming the situation caused him undue mental anguish. The jury agreed to the tune of half a million dollars.

4. October 1999

Jerry Williams of Little Rock, Arkansas was awarded \$14,500 and medical expenses after being bitten on the backside by the next door neighbour's beagle. The beagle was on a chain in its owner's fenced-in yard. The award was less than sought because the jury felt the dog might have been just a little provoked at the time by Mr. Williams who was shooting it repeatedly with a pellet gun.

5. May 2000

A Philadelphia restaurant was ordered to pay Amber Carson of Lancaster, Pennsylvania £113,500 after she slipped on a soft drink and broke her coccyx. The beverage was on the floor because Ms Carson threw it at her boyfriend 30 seconds earlier during an argument

6. November 2000

Mr. Grazinski purchased a brand new 32 foot Winnebago motor home. On his first trip home, having joined the freeway, he set the cruise control at 70 mph and calmly left the driver's seat to go into the back and make himself a cup of coffee. Not surprisingly the Winnie left the freeway, crashed and overturned. Mr. Grazinski sued Winnebago for not advising him in the handbook that he couldn't actually do this. He was awarded \$1,750,000 plus a new Winnie. (Winnibago actually changed their handbooks on the back of this court case, just in case there are any other complete morons buying their vehicles.)

*Contributed by Shelia Redwood
(unknown original source)*

*Women's Dashboard
(as supplied by Richard Hazell)*



Christmas Recipe

This recipe is perfect for people who just are not sure how to tell when poultry is thoroughly cooked, but not dried out. Give this a try.

BAKED STUFFED CHICKEN

1 large roasting chicken
1 cup of melted butter
1 cup of stuffing
1 cup popping corn
Salt and pepper

Preheat oven to 190 degrees Celsius. Brush chicken well with the melted butter and sprinkle with the salt and pepper. Fill the cavity with the stuffing and popping corn. Place in a pre-greased baking tray, cover with foil and place it in the oven with the neck end towards the back of the oven. Listen for the popping sounds. When the oven door bursts open and the chicken flies across the room followed by an avalanche of popcorn, it is done. Happy Christmas!

Contributed by Gary Nichols

What if... you may be too tired to ride?

The longest anyone has stayed awake is 264 hours (11 days) achieved by Randy Gardner in 1965. But mental functions begin to deteriorate long before the body physically shuts down.

The greatest risk to the motorcyclist/driver is that fatigue and sleep deprivation can induce "microsleep", where the rider experiences numerous brief episodes of overwhelming sleep, and loss of cognitive and motor functions.

TEST FOR EXHAUSTION

Look up at sky. If it appears to be receding, get some sleep before continuing riding/driving.

IF YOU ARE TIRED

If you are tired but not yet too tired to ride, you need to keep your concentration levels up – which is the same as saying your brain needs oxygen.

The most effective way to increase the amount of oxygen getting to your brain is to exhale more completely on each breath. Concentrate on breathing out slowly and deeply. This increases the lungs' capacity to sop up oxygen from the air.

Deep exhalations also lead to an increased resistance to cold and boosted strength.

RIDE 87

About Us

How can the Group help me?

The Group offers observed runs to Associates on a one-to-one basis in their own cars. Your driving skills and attitude to all aspects of motoring and road use will be closely monitored by an Observer (a full Group member who has already passed the advanced driving test). Your Observer (who is a volunteer) will give you practical guidance, constructive advice, and support to help you to pass the advanced test.

How much does it cost?

The Skill for Life package which includes Associate Group Membership, the IAM Book "Pass Your Advanced Driving Test", the Advanced Test and the first year's membership of the IAM when you pass, costs just £85. As an Associate member, you will benefit from the Group's activities and have as many observed runs as you need to attain the I.A.M. test standard, (there is no additional charge for the observed runs). Associate membership is given on the understanding that you will apply for the advanced test within the first 12 months after joining the Group.

How does the Group Operate?

The dates, times, and meeting places for your observed runs are arranged directly with your Observer. The Group itself meets socially at 7:30 p.m. on the second Thursday of each month at the Littlebourne War Memorial Hall, (4 miles east of Canterbury on the A257), OS Grid Reference TR208575.

How do I join the Group?

If you contact Mrs Sheila Redwood, 01227 462676, she will be able to give you full details.

Challenge Corner

1. A driver notches up 15951 miles on his milometer, and realises that this number is a palindromic, reading the same backwards as forwards. He feels pleased to have noticed such a rare occurrence, and is thus doubly surprised when, two hours later, another palindromic number appears. How fast was he driving in those two hours?
2. How many of these statements are true?
 1. Exactly one of these statements is false
 2. Exactly two of these statements are false
 3. Exactly three of these statements are false
 4. Exactly four of these statements are false
 5. Exactly five of these statements are false
 6. Exactly six of these statements are false
 7. Exactly seven of these statements are false
 8. Exactly eight of these statements are false
 9. Exactly nine of these statements are false
 10. Exactly ten of these statements are false
3. These words share a common feature. What is it?
CALMNESS - CANOPY - DEFT - FIRST - SIGHING - STUN.
4. What is the next letter in this series?
O - T - T - F - F - S - S -
5. A car departs from A at the same time as a lorry leaves B. the car travels at 65 mph while the lorry averages 40 mph. Which is farther from A when they pass?
6. A book costs £1.00 plus half its price. How much does it cost?
7. All the following members of a family are present at a family gathering: mother, father, son, daughter, uncle, aunt, brother, sister, cousin, nephew and niece. Only four people are there. How is this possible?
8. In its wrapper, a bar of chocolate costs 25p. The chocolate costs 24 pence more than the wrapper. How much does the wrapper cost?
9. What gets wetter as it dries?
10. What mathematic symbol can you put between 2 and 3 to make a number greater than 2 but less than 3?

See next newsletter for answers. Thank you to Ted Willey for this quiz

USE THIS PAGE FOR YOUR WORKING OUT IF YOU NEED TO...

**New Associates since
September 2003**

Mr Keith Lee
 Miss Heidi Elvy
 Mr Peter Burton
 Mr Kim Hewitt
 Miss Jane Arthur
 Miss Sophie Hardy

New Members

Mr Timothy Ashley-Smith

Events Data

Littlebourne WMH - Second Thursday - 19.30pm

January 8th

Members of Fire Brigade – **NOTICE** Prompt stat at 7.30pm to 8.15 pm. **Please arrive for 7.15 to ensure you don't miss anything.**

February 12th

Nigel Stevens – IAM Tester

March 11th

David Adley, Police Dog Handler – trained in detection of Drugs and Explosives.

April 8th

Quiz night

Test Passes

Period: 16.8.03 - 10.11.03

Date	Associate	Observer
Rebecca Harris	16/08/03	Ted Willey
Domenic De Paolis	30/08/03	June Thomson
Jennifer Clubbe	06/09/03	Gary Norwood/Richard Hazell
Nigel Baker	13/09/03	Ron Sims
Peter Halls	23/09/03	Paul Clark
Linda Sumner	27/09/03	Gary Nichols
Christine Greig	27/09/03	Martin Male
Anthony Bowler	25/10/03	Ted Willey
Claire Brasier	08/11/03	Gary Nichols
Caroline Hill	10/11/03	Richard Hazell

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