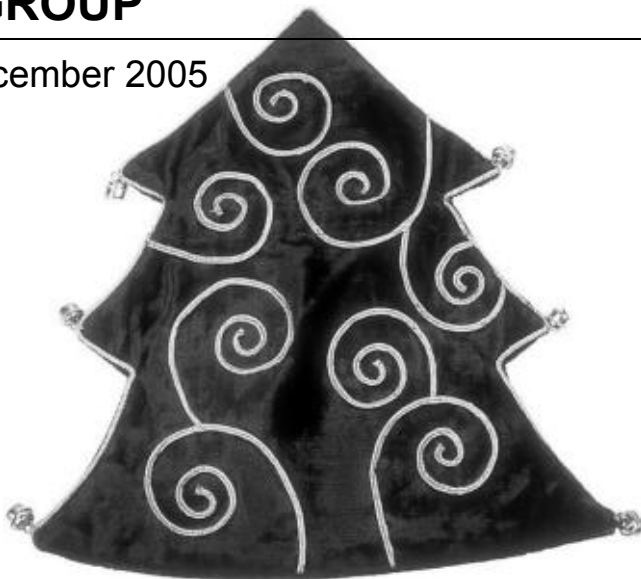


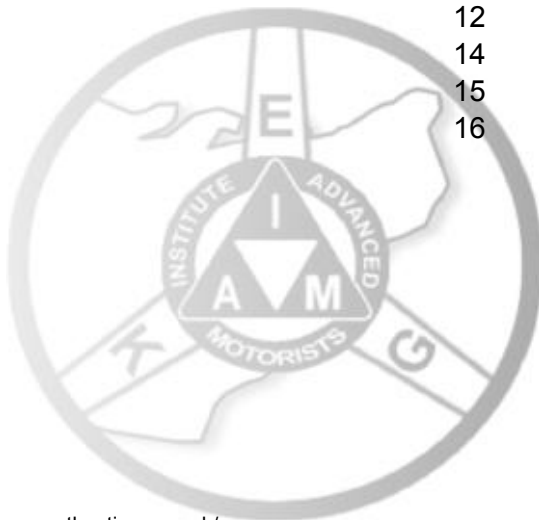
# EAST KENT GROUP

Newsletter December 2005



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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.

We have had a busy year this year, and looking at next year's events calendar it would seem we will be busy next year too.

We start off in January with **Paul Berry of the Skid Pan**, (where we have arranged 2 visits this year!), who will be talking about training police drivers.

February sees a visit from **Kent Air Ambulance**. Members may wish to take up a collection to support this special emergency service, which is totally funded by the people of Kent. Ideally, they like to speak to as large an audience as possible and would therefore be delighted if you are able to **invite friends and family along**. In addition, examples of merchandise will be available for sale on the night.

In March we have arranged for **Thomas Craig** from **ICU-UCMe** to speak to us. His is a presentation about education and awareness in relation to driver and passenger safety. This is an initiative to raise the awareness of all drivers as to the need to have available, in their vehicles, high visibility garments for use when unexpected situations arise and they have to leave the security of their car to attend to a break down, an accident or assisting others at the roadside.

In this newsletter are 2 articles I received from Bob Shore and Martin Male. I thoroughly enjoyed reading them, and am sure you will too. It is great that there are others out there who so enjoy driving. I sometimes wonder when I see the state of driving 'out there'. If people just had more fun with their driving, more common sense, the roads would be infinitely safer.

Mind you having said that, I am taking Mini down to Devon this weekend when we go down for our Christmas dinner, so that I

can get a lovely new (to me) cooper engine fitted! Yay! Who needs a Subaru Impreza 2.0 litre turbo (see Martin's article to see what I'm talking about) - I'll take my Mini with its cooper engine and I'll giggle like a loon! Oh - yeah I do that anyway.

I'll sign off for this year now.  
Drive safe. Drive fun. Merry Christmas and a Happy New Year!

*Michelle*

*Please send me any articles, letters, rants, suggestions or comments, either by e-mail to: [michelle@eastkentiam.org.uk](mailto:michelle@eastkentiam.org.uk), or by snail mail to: Flat 5, 13 Paragon, Ramsgate, Kent, CT11 9JX*

PS It was really frosty this morning, and I saw a woman driving along who had only bothered to clear half of her windscreen!!! I suppose we should be grateful she bothered to do that much!



### Chairman's Report 2005

I will try to keep this report relatively short and simple, a bit like me, really.

So, where shall we start? We could start here, with our hardy band of supporters - our home grown "Barmy Army", who come to our social meetings once a month.

I have it on good authority that some come from as far away as Greatstone, and even Canterbury, to savour the delights of our tea, coffee and biscuits, have a natter, sometimes even about motoring.

They also come, of course, to hear our guest speakers, including our local MP and Group Member, Mr Julian Brazier, on the stifling red tape encountered in some of our school-related activities. Chris Rogers spoke on Safety Cameras, and why we should try to love them. We have had discussions on the IAM's Strategic Plan, and passed on our views to those on high. Trevor Dickenson, IAM Staff Examiner, came with many words of wisdom, as did Paul Gillett, our DCM. We went to Deal Fire Station to see a car (or was it a Ford Escort?) opened up like a sardine can to remove casualties, not real ones, you understand. We listened to Sue Vernon on the amazing bespoke modifications made to cars for disabled drivers, and the assessment of the drivers themselves. We trundled round, between, and sometimes over, the odd cone or three for our annual manoeuvring evening at Hersden, courtesy of the Manager, Mr Whannell. Nigel Stevens came and talked, and talked, and ... talked a lot of common sense, as always, about what he looks for as an IAM examiner.

We were very happy with our visit to the Kent Steam Rally in August, along with the East Kent Motorcyclists and Mid Kent Group. This generated plenty of enquiries, which we hope will lead to raising our profile in the public mind, and more members in due course, it also brought a new dimension to passive smoking. Thank you all concerned. After last year's treasure hunt, the only way was up, if only slightly. I think we had four cars, or was it five? What we lacked in quantity, we made up in quality.

The Drive In Centre at Kingston continues to thrive, "Under New Management", as they say. Alan Hollands has very recently taken over the reins from June Thomson, who took over from Richard Hazell.

I must thank the indefatigable committee for all their hard work during the year. Sheila, our Secretary, is in China, so while she's having a take-away I can thank her for much correspondence-reading, paper-shuffling, minute-taking, agenda-organising, speaker-sorting, and general problem solving. Neil's generally low profile should not disguise the work he puts in as Treasurer to keep track all our pounds, shillings and pence. As a charity, we have to be very mindful of how much we can spend, and what we can spend it on, and Neil keeps this all carefully under control. Carol keeps track of our membership contact details, whether they are members, honorary members, associates, or friends, and has been known to chase some of them up for subscriptions, as I know from personal experience. The monthly Raffle is also under her control. Where does she get all that coloured paper? Richard Hazell looks after everything to do with Observers, active, inactive, trainee and otherwise, and organises and carries out training and assessments. As well as being an active

Observer himself. Busy man. And he has time for the occasional pipe. Thank you, Richard. Michelle is responsible for the Group website and for making the newsletter varied, interesting and informative, but despite this still accepts copy from me. Thanks also to general committee members Nick Williams and Richard Blackford for their input. Richard is leaving the committee this year, but still continues to be actively involved as an Observer.

Thanks are due also to Elizabeth, who has taken on the role of Associate Co-ordinator, allocating Associates to Observers, and keeping track of who has, or hasn't, passed their test yet.

Last, but not least, where would we be without our Refreshments Executive? He has to stand up while we all sit down. He has to make the tea urn work by fair means or foul. He has to tinkle the cups quietly. He has to be able to tell the time. But at least he does get to choose the biscuits we have. Thank you Glenn.

*Nigel*

### **Observer Co-ordinator's Annual Report** *13th October 2005*

The last year has been quite strange, though eventful and interesting, with some positive development taking place.

Following last year's AGM, Elizabeth Cooper was appointed Associates Co-ordinator, June Thomson was appointed Drive-In Organiser which post has now been taken over by Alan Hollands who, together with Ted Willey has become involved in Observer Training and Testing and, last but not least, Barrie Bailey has been involved in preparation of Driver

Supervisors from the Haulage firm of Fowler and Welch, for the Advanced Commercial Test, who are now members of the Group. Thanks are also due to Philip Plant for involving some of his A.D.I. colleagues who are also now members of the Group.

### **Observers**

We currently have 8 Senior, 8 Qualified, 2 Group, and 9 Trainee Observers.

June Thomson, Ted Willey and Alan Hollands have qualified as Senior Observers.

June Thomson has been the Drive-In Organiser for the last six months and has now resigned from the post.

Alan Hollands is the new Drive-In Organiser, and has also become an Assistant Observer Trainer.

He has also undertaken the "Special Assessment" achieving both a respectable score, and the highest in the group so far.

Ted Willey has also become an Assistant Observer Trainer and again achieved the highest number of Test Passes, with a total of 7, closely followed by Barrie Bailey and Richard Hazell on 5.

Sadly, we also have to report the loss of a widely respected Senior Observer, Ray Pittet who died earlier this year.

### **Training**

We have only held one Training Course to date this year, albeit for a bumper number of 9 Trainees, most of who are in the process of building up their Observation hours prior to taking their practical Test.

A small number are yet to pass their written test.

An unusual feature of this intake has been the difficulties experienced with Roadcraft, as opposed to the Highway Code as in previous years.

Further candidates are required for the next batch for Training. Volunteers will be welcomed with open arms.

### **Drive-In Centre**

Continues to be a useful resource for the Group, attracting between 11 and 15 people on the 1st Sunday of every month. It has continued to be particularly helpful in respect of new Associates who have not been allocated Observers during their first month. It was also very useful as a contact point for the publicity weekend at the Steam Rally in September.

Thank you to the small band of supporting Observers.

Other Observers would be greatly appreciated.

Alan Hollands is very keen to develop the use of the Drive-In for refresher courses and voluntary re-Testing of members of the Group.

### **Future**

The next twelve months should prove eventful, with plans to celebrate the I.A.M.'s 50th Anniversary together with developments arising out of the Institute's Strategic Planning, including the possible introduction of a new tier of membership which may well involve the Training of Associates who do not intend to take the Advanced Test, as well as increased responsibility for the Assessment of interested members of the public.

I am confident that our Observers are already well prepared for the increase in responsibilities likely with the outcome of the Strategic Plan.

### **Appreciation**

In conclusion, I would like to thank members of the committee, to Elizabeth Cooper, Ted Willey and Alan Hollands who have shared and halved my burden, and for their invaluable support, and to all the Observers and Trainees for all their hard work and commitment

*Richard Hazell*

### **Income and Expenditure Account for year ended 31 May 2005**

*Neil Oliver*

EAST KENT GROUP OF ADVANCED MOTORISTS (Registered Charity No. 1049659)  
 INCOME AND EXPENDITURE ACCOUNT  
 FOR YEAR ENDED 31 MAY 2005

	£ p	2005 £ p	£ p	2004 £ p
<b>Income</b>				
Subscriptions:				
Group Full Members	1,490.00		1,510.00	
Group Associate Members	1,367.00		1,525.00	
Group Friends	<u>12.00</u>	2,869.00	<u>24.00</u>	3,059.00
Profit on Raffles & Socials		166.13		154.89
Sales from Group Shop		34.00		24.00
Outside Events		1.80		0.00
Bank Interest		254.62		135.07
<b>Total Income</b>		<u>3,325.35</u>		<u>3,372.96</u>
<b>Expenses</b>				
Postage		331.08		296.42
Newsletter Production		396.00		849.00
Stationery		238.63		198.71
Room Hire		244.00		240.00
Senior Observer Test Fees		70.00		105.00
Group Insurance		281.50		324.64
Conference Expenses		48.00		14.00
Publicity		20.84		20.00
Associate and Observer Training Expenses		418.56		197.15
Speakers' Expenses		25.60		40.00
Depreciation		59.73		13.45
Regional Liaison Forum Subscription		0.00		15.00
Group Shop Cost of Sales		27.38		20.00
Sundry Expenses		122.87		175.11
<b>Total Expenses</b>		<u>2,282.19</u>		<u>2,508.48</u>
<b>Surplus for Year</b>		<u>1,043.16</u>		<u>864.48</u>
<b>BALANCE SHEET AS AT 31 MAY 2005</b>				
	£ p	2005 £ p	£ p	2004 £ p
<b>Fixed Assets</b>				
Equipment (At Cost)	1,802.45		368.92	
Accumulated Depreciation	<u>(428.65)</u>	1,373.80	<u>(368.92)</u>	0.00
<b>Current Assets</b>				
Stocks	352.01		171.00	
Prepayments and Accrued Income	124.54		178.08	
Deposit Accounts	5,069.78		5,409.08	
Current Account	1,043.88		399.13	
Cash in Hand	<u>14.00</u>		<u>0.00</u>	
	<u>6,604.21</u>		<u>6,157.25</u>	
<b>Current Liabilities</b>				
Sundry Creditors	777.60		0.00	
Subscriptions Paid in Advance	<u>10.00</u>		<u>10.00</u>	
	<u>787.60</u>		<u>10.00</u>	
<b>Net Current Assets</b>		5,816.61		6,147.25
<b>Net Assets</b>		<u>7,190.41</u>		<u>6,147.25</u>
<b>Capital Account</b>				
Opening Balance		6,147.25		5,282.77
Surplus for Year		1,043.16		864.48
<b>Closing Balance</b>		<u>7,190.41</u>		<u>6,147.25</u>

**Let's have a debate!**

I hate speed limits.

There I've said it, but before you all reach for the bag with the black ball in it let me explain.

I have no argument whatsoever with blanket limits in built up areas, pedestrians and cyclists of all ages have a right to live. I try very hard to never exceed a 20, 30 or even 40 mph restriction which are in themselves sometimes too fast. I would like more flashing limit signs if only to get the vehicle behind off my exhaust pipe. 50 mph in road works is sensible and should be enforced, I've seen what a flying lane marker can do to opposing traffic.

It's the 60 and 70 mph that I have an issue with. How on earth can a dual carriageway with no hard shoulder, lower priority of signage, often a poor surface and frequently no viable central separation barrier be good for 70 mph if a new 4 lane motorway is also 70 mph even at 0200 with no traffic under a clear moonlit summer sky. Sorry I was dreaming.

60 mph on many country lanes is ludicrous, "I was driving within the limit officer when I came around that bend hit the cow that fell on the pram that the baby flew out of into that tree breaking the branch that fell on its mothers head" is a poor excuse.

I recently drove through France from south east to Calais all on the auto route. Beware south of Lyon, which they have dug up by the way - Lyon that is, there is radar, video surveillance and all manner of big brother toys which results in a 130 kph procession looking for somewhere to have an accident. Dare I just overtake this bunch doing 127? What will it do to my average? Watch out! brake lights, loads of 'em. Why? A

gendarme with a camera 'hidden' behind a traffic sign. Now the mobile accident is doing 100 kph and the limit is still 130.

This radar video system in France and in several parts of the UK, M25 variable speed limit comes to mind, demonstrates clearly that the technology exists to suit the speed limit to the conditions of the road. More traffic less speed, wet weather less speed and conversely less traffic more speed, dry clear weather more speed.

Yes more speed, I think the national speed limit should be at least 90 MPH or higher but not in the wet, not in heavy traffic, not in road works, not on rubbish dual carriageways with a public right of way across them and definitely not when towing a caravan, if you must.

Will someone at the Ministry of Transport please treat the motorist as an intelligent being and work with some of the organisations such as IAM, are there others? This just might result in a coherent sensible safe transport policy and roads peopled by well informed sensible motorists driving within their limits and the sensible limits imposed by the conditions. We should also be able to make swift safe progress when conditions allow. There I go dreaming again.

I feel better now, what do you think...how about fog lights?

*Bob Shore*

## Second childhood, again.

Well, that's what my wife said when I mentioned that I was thinking, only thinking mind, of buying a performance car. "But the Volvo 940 estate we've got now is a turbo" she said, hopefully. Quite.

To cut a long story short, we are now the proud owners of a Volvo 940 turbo estate AND a January 2002 Subaru Impreza, which also happens to have a turbo.

The Subaru Impreza is a permanent four-wheel drive, four-seat saloon. There is an estate version available too. It has a fairly unusual "boxer" engine. The pistons are arranged in a horizontally opposed fashion, so that (if you could see them) they would seem to be trading punches; hence "boxer". The original VW Beetle, the Porsche 911 and Porsche Boxster all have boxer engines. This type of engine layout gives a low center of gravity, improving handling. It has a very distinctive sound.

The base model Impreza has a 1.6 litre engine. Next up is a 2.0 litre normally aspirated model. I have the "intermediate" 2.0 litre WRX turbo 220 b.h.p model. Further up the pecking order comes the 260 and 300 b.h.p, 2.0 litre versions. The 300 b.h.p version, the STI, has all sorts of clever traction control etc. and sells new for £25,000. It has a top speed of about 155 m.p.h and 0-60 in something like 3.5 seconds; seriously fast!! This is the version that has won loads of rallies worldwide over the last decade or so.

Inside the cabin is pretty basic, with no computers etc to play with, just (fairly standard these days) air conditioning and a radio/CD player. The front seats really "wrap" around you, giving excellent support. The steering wheel is adjustable,

and the car has the usual airbags in the steering wheel and front dash. It has electric windows that seal directly onto the body shell, presumably to save weight. The all round visibility is very good, unlike a lot of new cars that have windows like a gun emplacement!

I've never been a great fan of a certain Mr. Clarkson, but I now see how he has to resort to all sorts of childish language to describe a car's performance. You really have to drive this thing to believe it. On my first test drive, I took the car along the M20 near Maidstone. There was a car in front doing about 60, so I thought "O.K, mirror, signal maneuver, drop into 4th and accelerate". It the next instant we were doing -omigod- 95mph!!! It doesn't accelerate, it explodes!! Really!!! Reassuringly, it has some seriously good brakes too. It corners like its on rails, thanks to the permanent four wheel drive. The suspension is firm, but not harsh. The handling is sublime. The data sheet says it has a top speed of 144 mph and 0-62 in 5.9 seconds

I watched a DVD, filmed from inside and out, of an Impreza being rallied somewhere in the Far East. At first I thought the film had been speeded up, but no, it was for real. The driver threw the car into bends at what seemed suicidal speed, turned the wheel and emerged the other side unscathed. I am confident that I will never push its handling to anything like its full potential, my nerves would just not let me!

The bad news? Well, insurance is a teeth-grinding group 20. (No, that's not a typo, it is group 20) I searched around and found Admiral to have the best quote of: (those of you with a nervous disposition should look away now) £490 fully comp and insured NCB, which I suppose is not too

bad, considering. A colleague at work was seriously interested in buying one too, but he must have some convictions, as the cheapest he could get was £1760!!

Bear in mind that the permanent four wheel has a cost in terms of fuel consumption, I reckon to get around 30m.p.g, driving as an advanced driver should. "Over enthusiasm" with the right foot will send this figure down to the low twenties, or so I am told!

Its service interval is fairly average at 10,000 miles at a cost of £250. I'm told they are very reliable, provided they are competently serviced at the appropriate intervals. The tyres wear at much the same rate front and rear, thanks to the 4 WD. I had to buy two for the rear at about £105 each, though the front ones were replaced by the garage when I brought it in July. The build quality throughout is very good, but not as solid as the Volvo, though I think a more robust vehicle than the 940 estate would have tracks rather than wheels....

So, I hear you thinking, "What is a Senior Qualified Observer in the IAM doing in a "boy racer" machine like this?" The bottom line is that I really enjoy driving it. Forgetting for a moment its phenomenal performance, it's very involving and responsive and seems to become almost an extension of you. I really look forward to driving it. In a word, it's fun!

I am a great believer that, whatever we do in life, it should be to the best of our abilities. Having a car that helps with this has got to be a good thing.

*Martin Male*

**Christopher Middleton tiptoes through the minefield of social conduct. This week: parking etiquette**

*src: Telegraph Newspaper*

Forget personality tests and psychoanalysts. Nothing says more about you than the way you park your car.

There are, fundamentally, two types of parker in this world. The first group belong to the sunny-optimist school of motoring; the sort who head straight for their destination in the sure and certain conviction that there will be a parking space right outside. They view Park and Ride not as a suggestion, but as surrender.

Meanwhile, on the other side of the divide are the parking pessimists. These grim-faced wheel-grippers subscribe to the Gridlock-Doom theory of navigation, which requires its adherents to park at all times in a quiet street at least two miles from the city centre, and then totter in on high heels or their equivalent.

What's more, when they do find a quiet street, they start worrying that it's too quiet and that car thieves will be able to smash their windows unobserved.

And that's before we even touch upon the tricky subject of manoeuvring. It's one of the great unfairnesses of the universe that while some people think nothing of holding up a stream of traffic while they reverse into a postage-stamp-sized parking space, others only dare venture - forwards - into an expanse of Tarmac that is the size of Salisbury Plain.

Of course, like our cars, we drivers are all made differently. But you can't help feeling there's a case for motorists having to display some sort of a sticker to

demonstrate their capacity to get parallel with the pavement: perhaps a yellow P to denote a timid parker, or, at the very least, one of those weedy signs in the back window, saying something like: "I'm A Nervous Reverser" or "Stop Parping, I'm Just Parking".

Conversely, over-pugnacious parkers should be fitted with hazard lights that flash fiendish red the minute they spot a parking space - not so much cat's eyes as hyena's. We're talking about the kind of people who, on spying a vacant slot from the other side of the road, automatically veer over and confront oncoming traffic head-on, like some rutting stag staking its claim on a female.

The same goes for those predatory types who screech to a halt as soon as they glimpse someone getting into a parked car, and then sit panting and slavering over the space that's about to come free.

These bullies don't always get their own way, of course. Every so often, you come across someone in a massive 4x4 Landscorcher trying to jam their metal hips into a space hardly big enough for a Hillman Imp. No matter how much the wife shrills "Bit more, bit more"; no matter how symphonic the bleeps from their reverse-support machine, you just know the whole venture is doomed to failure. And it gives you a shamefully warm glow.

As for multi-storey car parks, it's surely time that NCP introduced a difficulty-grading system for parking spaces, perhaps offering discounts for the hardest-to-get-into. You know the sort, where you've got to reverse up a slope into a tiny gap that has a car on one side and a concrete wall with lots of protruding pipes and ventilation ducts on the other.

No problem identifying the spaces with the highest inaccessibility rating, either - you just look for the bits of wall where the scraped-off paintwork is at its thickest and most Jackson Pollock-like.

Another innovation that insurance companies might like to consider is a system whereby motorists who are judged to be either under-confident or over-aggressive parkers could be offered a sort of protective rubber rim around their bodywork. This could be fitted at bumper level and would undoubtedly minimise damage upon contact, just like at a fairground.

This is not a new idea, come to think of it. There's already a hair-raising dodgem ride in operation on Britain's roads. It's called the M25.

*Sent in by Jane Clarke*

**'GOLDEN GEAR-CHANGERS' SAY  
REFRESHER COURSES WOULD  
BOOST THEIR ABILITY TO AVOID  
ROAD ACCIDENTS**

*Issued: 15 November 2005*

Older drivers believe voluntary driving refresher courses could help renew their abilities to tackle potentially dangerous situations on the road, according to a new survey for the IAM (Institute of Advanced Motorists).

More than seven out of ten older drivers would like refresher courses to include a brush-up on driving on busy motorways. And more than six out of ten mature motorists would value tips on driving on unlit roads at night, and on negotiating junctions.

Support for the opportunity to renew motoring skills is revealed in a survey of 1,000 drivers aged over 50 from across England, Wales, Scotland and Northern Ireland, carried out for IAM, the UK's leading organisation dedicated to improving driving standards.

Although many feel safer about their own driving than they used to, they feel less safe about other drivers. Many would welcome the opportunity to take a voluntary driving session which would refresh their confidence to deal with situations where judgements about speed, distance and reaction times are vital to safety.

The number of drivers aged over 70 is expected to more than double to four and a half million over the next decade, according to government figures \*. In any road collision, older people are more likely to suffer death or serious injury because of their age, posing a threat to the Government's targets for reducing road casualties. People aged over 60 already

form about 20% of the driving population, yet they make up more than 25% of traffic fatalities.

Christopher Bullock, IAM Chief Executive, said:

"The baby boomers of the mid-20th century are about to become the golden gear-changers of the early 21st century. Many older people know that their reactions have slowed and adjust their driving to cater for this. They want to retain their licence because they value the independence afforded by the car. Voluntary refresher sessions could help more mature motorists stay on the road."

A third of older drivers interviewed say their driving has changed a fair amount or a lot as they have aged, according to the survey. Leaving more space between vehicles, driving more slowly, and taking more care at junctions are the most common changes.

Research has shown that older drivers' road accidents are generally due to an inability to handle large amounts of traffic information at the same time as keeping control of a complex machine. Accidents typically occur at junctions when turning right or through failing to give way.

Gordon Lishman, Director-General of Age Concern England, said:

"Road safety is of paramount importance and someone's fitness to drive should be based on their skill, not their birth certificate. Some drivers are excellent at 70 while others can be poor at 30. The enthusiasm of older drivers to take these refresher courses shows how seriously they take road safety."

Changes in eyesight, ease of physical movement, the awareness of hazards,

reaction times, hearing, and the use of medication can all affect driving abilities. The rate of physical or psychological ageing varies widely and how long people can continue to drive is related to state of health, not directly to age.

IAM and Age Concern today launched a new leaflet *Staying Focused on Road Safety* which offers older drivers ten tips on making driving easier, safer and less tiring. It will be distributed via Age Concern offices and posted on IAM's website [www.iam.org.uk](http://www.iam.org.uk). Refresher courses will be available from IAM from early next year.

### **NORTH WALES POLICE CARS ARE FIRST TO TAKE IAM LIVRY**

*Issued: 09 November 2005*

More than 300 vehicles in the North Wales Police fleet are to be liveried on both sides with the Institute of Advanced Motorists (IAM) logo – the first time that the IAM logo has ever been adopted for use by a police force.

North Wales Chief Constable Richard Brunstrom initiated the unique bi-lingual livery to mark a new partnership between the IAM and North Wales officers holding the standard response police driving qualification. Police cars will be rolled out with the new livery from December onwards as vehicles on the fleet are renewed or replaced.

Mr Brunstrom suggested the partnership during his period as the ACPO Road Policing Head when he came into close contact with the IAM.

A special IAM membership package for qualified North Wales Police officers has been introduced for the next three years.

North Wales Police officers have had unofficial links with the IAM for some time. Several officers already volunteer their free time to carry out IAM tests. The Chief Constable is therefore particularly pleased that the link between the force and the Institute is now official.

“The public associate the IAM with the high standard of driving. North Wales Police’s link with this prestigious organisation is a sure sign to the public that our officers and staff comply with this nationally recognised standard,” said Mr Brunstrom.

“We are the first force in the country to display the IAM’s logos on our vehicles and are proud to do so.”

Christopher Bullock, IAM Chief Executive said: “This welcome partnership is a first in more than one way. Never before has the IAM’s work, in partnership with police forces throughout the UK, been acknowledged like this. We hope that Mr Brunstrom’s example will be a trail blazer for similar initiatives as we prepare to mark the IAM’s 50th anniversary in 2006.

“In this case we have also been able to recognise the status of Wales as a dual language country and the importance of the Welsh language by using, for the first time, a Welsh translation of the IAM’s international logo.”

**Find these words:**

BEAR  
 CHIMPANZEE  
 CONDOR  
 EAGLE  
 FOX  
 GROUSE  
 HARE  
 HORSE  
 LEOPARD  
 MONKEY  
 OCTOPUS  
 RAT  
 SEAL  
 TIGER  
 TURTLE

O	E	L	L	H	S	U	C	X	L
C	G	E	O	O	E	O	O	O	G
T	T	O	O	R	A	F	N	F	R
O	I	P	O	S	L	E	D	E	O
P	G	A	E	E	N	S	O	A	U
U	E	R	B	E	A	R	R	G	S
S	R	D	C	T	R	A	T	L	E
T	X	U	T	M	O	N	K	E	Y
C	H	I	M	P	A	N	Z	E	E
T	U	R	T	L	E	R	A	H	Z

**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 IAM 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?**

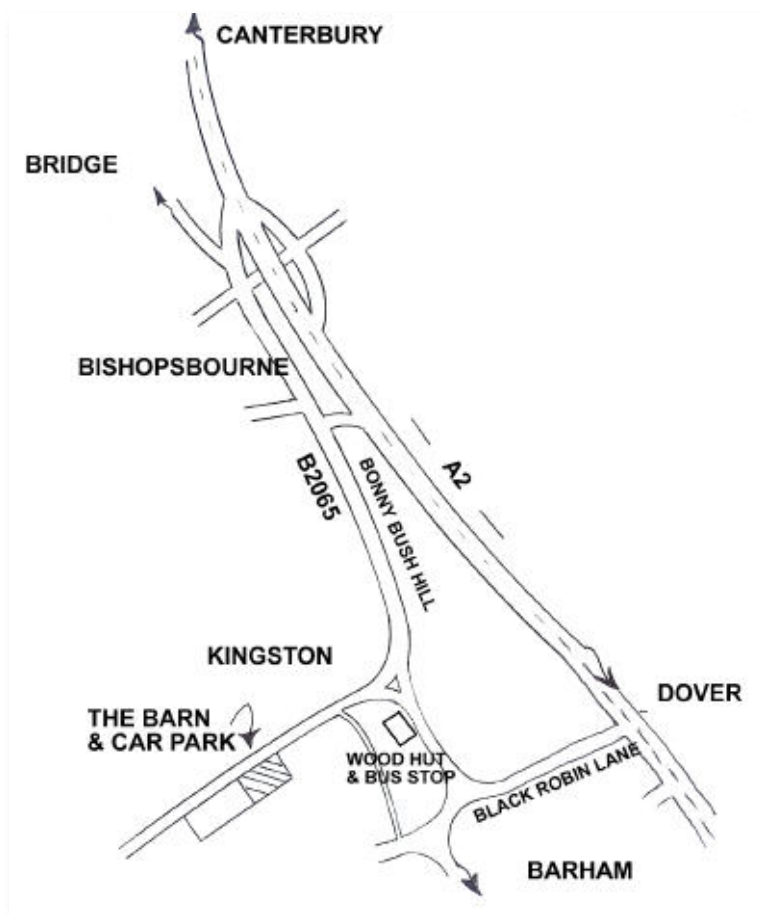
If you contact Mrs Sheila Redwood, 01227 462676, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

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.



**New Associates since the last update**

Mr Malcolm Walters  
 Mr Mark Moorhouse  
 Mrs Helen McNeil  
 Mr Justin Harlow  
 Mr Richard Goffin-Lecar  
 Mrs Sharon Moffat  
 Mrs Vanessa Norley  
 Mr Ian Stewart  
 Miss Rajinder Sodhi  
 Mrs Nadege Rowstone  
 Mr Mark Sinclair-Watson  
 Mr David Beswick

**Events Data**

Littlebourne War Memorial Hall  
 - Second Thursday - 19.30pm

**8 December** - Chris Wade.  
 A favourite, back by popular demand.

**12 January** - Paul Berry - from the Skid Pan.  
 "Training Police Drivers"

**9 February** - Kent Air Ambulance.  
 Examples of merchandise will be available  
 for purchase on the night.

**9 March** - Thomas Craig - ICU-UCMe.  
 This is an initiative to raise the awareness  
 of all drivers as to the need to have  
 available, in their vehicles, high visibility  
 garments.

**Test Passes**

**Period:**

13.08.05 - 19.10.05

<b>Associate</b>	<b>Date</b>	<b>Observer</b>
Hayley Plant	13.08.2005	Philip Plant
Richard Meadows	03.09.2005	Domenic De Paolis
Lisa Squirrel	01.03.2005	Alan Hollands
Sharon Dilley	10.09.2005	Ted Willey
Carol Howley	20.09.2005	Barrie Bailey
Eric Gowler	08.10.2005	Richard Rhoden
Jon Routledge	19.10.2005	Jane Clarke

If you haven't been mentioned in the Test Passes and you think you should be, please contact Elizabeth. Thank you.

Final Copy Date for March Submission - 9 February 2006

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 The Editor claims no liability for correctness of information, printing or typesetting errors.