

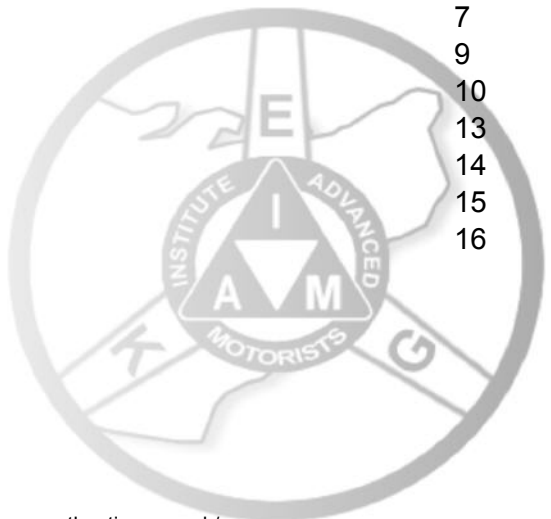
EAST KENT GROUP

Newsletter June 2005



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(co-opted onto the committee until election)

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.

As you can see by the picture on the front cover, it is that time of year again. That time when you daren't make eye contact with Mum as she makes a beeline towards you with her clipboard and sponsorship form and a determined glint in her eye.

To be fair, it has stood her in good stead. This will be our fifth Land's End to John O'Groats, and the fourth supporting Demelza House Children's Hospice, and the total we have raised so far is probably getting towards £5,000. It's amazing what you can do when you gather a group of insane people who drive Mini's and decide to do something productive. The North Devon Mini Register has raised over £87,250 in the last 10 years, and over £36,000 in the last 3 years for the Children's Hospice South West alone. (See more - <http://www.smallcarsbighearts.co.uk>)

I'm really looking forward to it, as it has finally evolved into a holiday event, as opposed to the early years when it was a marathon driving event caused by poor lead car navigation, (he had GPS - we've never been more lost), leading to extremely long days, late nights and tense people, none of which are conducive to a relaxing holiday or good driving.

Now, we set off at a slightly later than crack of dawn time of 7 am, drive to our supermarket breakfast at 9 am, by which point I am starving, few more hours driving, and we pitch our tents for the evening, and pick on someone to take the mickey out of. The day we arrive at Moffat we are done for the day by lunch

time, which allows plenty of time to relax, work out the kinks, dodge the midges....

Of course, I think it helps when your car knows the way as well as Mini does. I am fairly certain that it could drive itself from Land's End to John O'Groats in a Herbie-esque fashion, (following the system obviously, as it is a very well trained Mini).

If anyone would like to help us support Demelza House Children's Hospice, we would be most grateful, and we would like to thank you for the support you have already given us.

Now I'm afraid I have some sad news. Our longstanding member and Observer, Ray Pittet died last month, aged 78. He was much liked and respected by all who knew him, and his daughter reckoned he had trained at least 60 associates. In addition to his work with the IAM he was a qualified glider pilot, and also had a private and commercial pilot's license, and was involved with the ATC. Our thoughts are with his family at this sad time.

Michelle

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

Those of you who are convinced I have little knowledge of the English language will not be surprised that this extends to French, and, indeed, Français.

I went over to France *pour cinq jours* a while ago. I fell to pondering how *le système de car control peut adaptée aux french drivers and conditions*.

Alors:

1. Phase d'information.

En France, il n'y a pas d'information. Rien.

OK, I exaggerate, maybe there is just *un peu*. Not much, though, I will admit.

Pour exemple:

Prenez information. You can *prenez* information in France, *mais pas entre 12 noon and 2 pm*. Also, the taking of information can, in certain circumstances concerning pedestrians (*voir* below), assume *importance majeure*.

Using information. *Vous pouvez* use information, but only if you submit a form first, in triplicate, to the mayor, *Monsieur le maire, mais pas entre 12h et 14h (voir au-dessus)*. This has its advantages, because we cannot go submitting plans *sans scrutiny propre*, driving plans *en particulier*.

Giving Information. *Jamais. Interdite.* *Vous ne pouvez pas* give information. But, as with everything *«interdite» en france*, you can do it really, provided you don't admit it. There is, unfortunately, a further complication related to *piétons*, in that the taking/giving of information relates solely to their attractiveness, and occurs to the exclusion of everything else. The use of the horn is, *naturellement, de rigueur*. The louder and longer, the better, so it seems.

2. Phase de position.

C'est très important d'exécuter this manoeuvre with both hands at twelve o'clock on the steering wheel - the so-called *«position du midi»*. The second requirement is to perform it *à grande vitesse*. This is necessary to scatter *piétons, poulets, et quelques animaux de ferme* in the required direction. This permits you to slip *naturellement* into the

3. Speed phase, or *phase des vitesses*,

if you are not there already. There is some limitation here when compared to the situation in the UK, in that the speed phase is only used to increase speed. You may not decrease speed under any circumstances, but note advice under *«interdite»* above, when it may be used to observe a new (and of course attractive) pedestrian.

3. Gear phase (or *vitesse*, hence confusion with speed phase above).

Nearly the simplest phase of the french system (see 4 below). In order to remove unnecessary decision-making, it is always 2nd. Or 5th. Or both. This, of course, presents a problem *en cas des Citroëns deux cheveux, qui n'ont pas de vitesse cinquième*. It follows that they must be driven in 2nd, hence their increasing *rareté*. This is due to the *boîte de vitesses* being *en panne*.

4. Acceleration.

The simplest phase of the system. It is always foot nailed to the floor. Except when the nearest pedestrian is particularly attractive, when it metamorphoses instantly into the most complicated phase of the system (See 5 below). Nailing the foot to the floor is particularly effective in all cases but one: *mais oui! le cas de* the beloved *deux cheveux*, when it has no effect whatsoever on the speed, but only on the floor, which, if the instruction is followed to the letter, then has even more holes in it, thereby increasing its sieve-quotient. This so called sieve-quotient could in fact be more responsible for *le mort des deux cheveux* than all of the *boîtes des vitesses* being *en panne*.

5. Séduction.

Malheureusement this falls outside the scope of this article, but may serve to explain the extreme popularity of the system of car control in France, Italy, Greece . . .er . .

*So, remember
"IPSGAS - You know it makes sense!"*

Nigel

Motoring Mums...!

Samuel was born in March 2003. Nothing could have prepared us for the life changing effect he was to have upon us. One week later the second (and lesser) arrival came – my very own car – we had now become a 2 car family! We live a mile outside a village, and not on any bus routes, therefore my husband and I agreed that a second car was essential for my mobility - and sanity! I had passed my driving test years previously and done a lot of motoring since then, and I suppose like the majority of drivers, classified myself as ‘good and safe’ on the roads, although I lacked confidence on motorways.

However nothing had prepared me for driving with Samuel on board and the huge feeling of responsibility for the safety of his life. On many occasions we had barely left home when the crying commenced (Sam’s, that is) and my thoughts and fears started to run all over the place whilst driving, with the radio blaring as I tried to comfort Sam.

This was a fairly common occurrence as we drove around running errands - with Sam’s crying my concentration waned. The final straw came one day when we returned from the supermarket. At a roundabout it was all happening – Sam was crying, it was a busy road, shopping falling around the car and I just wanted us to be at home. I misjudged my entrance on to the roundabout and another car from the left nearly went in to the side of us. It didn’t, and we were fine, but it gave me a wake up call that my driving had to improve.

I had heard about the Institute of Advanced Motorists (IAM) years previously. The safety statistics were impressive – IAM members have a significantly less chance of being involved in a road traffic accident,

plus some other peripheral advantages such as potentially lower car insurance, depending on your insurer.

I made contact with the local East Kent Group and explained my situation – ‘new mum, new babe, on maternity leave, urgently needs help with driving’!! I also explained that we were fairly new to the area, had no family near by and therefore the only way I could embark on this was by bringing Sam with me on the drives.

They could not have been more helpful. They passed my details on to one of their Observers, Martin Male, who contacted me to arrange the first meet. We mutually agreed to have a couple of drives with Sam as the second ‘Observer’, to see how it went – if Sam’s crying was continual it would not have been fair to any of the three us. But I was determined to proceed, motivated solely by the desire to become a safer driver, primarily for Sam and secondly for me.

I remember the first drive very clearly. I’d woken Sam extra early that morning in the hope that he would sleep through the majority of the drive, which he did, only it was the drive to the first meet when I got horribly lost, turned up a ½ hour late and then needed to feed Sam before I could even contemplate doing anything else. Again Martin could not have been more accommodating. He patiently waited until Sam and I were ready, and then we started our first drive. And sure enough Sam more often than not slept through most drives.

With the encouragement from Martin and my family I proceeded with the test. The examiner came from the Maidstone police force and also had a new born babe at home so we exchanged the sleepless night stories... I arranged for someone to look

after Sam for the test. I was so nervous, but as the test proceeded I eventually relaxed, and to my thrill I passed. Had I not, I would still have acquired the new driving skills which I truly believe have made me a safer and more assertive driver – believe it or not, I actually enjoy motorway driving now!! However passing the test was a great feeling and a tribute to the previous months work and patience of my 2 Observers (and me)!

On passing the test, there is no requirement to pursue further training although special training days are arranged if sufficient interest is shown. I enrolled for the skid-pan training (training on what to do when you hit slippery conditions unexpectedly, as I certainly would not go looking for them!), however as the training day fell one week before the due date of our second babe, I decided to postpone this one for now!!

Since joining the National Childbirth Trust (NCT) prior to Sam’s arrival, I have been a strong advocate to all my expectant friends that this membership was one of the best valued I have ever had. The second most valued one I then proceed to tell them about is the Advanced Motorists and the driving skills I acquired for my life and Sam’s and the new babe due soon. Thank you Martin for taking on the challenge of me & Sam!

Should anyone have any questions related to my experience, I would be more than happy to help if I can.

Christine Ingram Tel: 01233 820587 / 07890 296341 (Please leave a message on my mobile and I shall return any calls.)
[Originally written for local NCT magazine.

And congratulations to Christine on the birth of her new baby!]

**Going Round the Bend....and round,
and round, spinning like a top.**

Losing control and then regaining it. That's the skid pan at Kent Police Training College where Sheila Redwood arranged sessions for some of us IAM members recently.

You are driving a police car on a 'watered' circuit. While you are in control (or not) of the car the instructor makes it act as if on oil, snow, black ice, the worst conditions possible; and you concentrate like mad to catch and correct the steering before it 'goes'.

As in the principles of advanced driving it's supposed to be a question of anticipation, however it's more like a fairground ride – nerve-racking but FUN – and a great way to add to your driving skills.

Jennifer Clubbe, May, 2005

Dear Mrs Redwood,

You may well have heard by now that earlier this month, at the second attempt, I managed to pass the IAM test. The examiner was Peter Hall.

I must say straight away that most of the credit for this pass is due to my observer Phil Plant. He's a thoroughly nice chap, who with patience, cajoling, expertise and the odd rollicking, managed to break me away from a lifetime of unsuitable habits in my driving, and thus bring me to the required standard.

Going out on the observed runs with him was never a chore.

I hope that I may now be able to maintain this standard.

*Best wishes,
Yours sincerely,*

Phil Hughes



Tailgaters and Phone Users Revealed as Britain's Most Dangerous Drivers Issued: 26 May 2005

Drivers who tailgate other vehicles or use a handheld phone while at the wheel are the most dangerous threats on the road, according to a new survey from the Institute of Advanced Motorists.

More than half of all drivers regard each of these two activities as "highly dangerous", according to a BMRB survey of almost 700 motorists carried out for the IAM, the UK's leading organisation for improving driving standards. Drivers who overtake on single carriageway A-roads when there is oncoming traffic, and those who cut others up, forcing them to brake, are regarded as the next most dangerous threats.

The survey shows that more women (60 per cent) than men (47 per cent) regard tailgating as highly dangerous. Likewise, more women than men see "phoning and driving" as highly dangerous (61 per cent of women versus 44 per cent of men).

In contrast, young drivers (aged 17 to 29) are significantly less likely to regard other motorists' activities as dangerous. Only 30 per cent of young drivers regard "phoning and driving" as highly dangerous, compared with more than 50 per cent for all other age groups. Similarly, 40 per cent of young drivers consider tailgating highly dangerous, compared with 55 per cent of other age groups.

Steve Norris, a member of the IAM Council and former transport and road safety minister said:

"Many of Britain's motorists regard other drivers as lacking basic road safety skills. Too many road users slip into bad habits, either through ignorance, impatience or, even worse, aggression.

"Tailgating and phoning while driving are activities which are a clear threat to the safety of others. No one has the right to drive badly but the results of bad driving fill our hospitals every day. Motorists should leave at least a two second gap behind the vehicle in front, and more in bad weather. And using handheld mobile phones at the wheel has the potential to kill."

The IAM is calling on the Highways Agency and other local highway authorities to paint more chevrons on motorways and other fast roads to remind drivers of the "Two Second Rule" – the safe gap between vehicles.

The IAM also wants the Government to impose stronger enforcement of the regulation banning use of a handheld phone at the wheel, which was introduced 18 months ago.

Figures from a Department for Transport survey reveal that a total of 26,400 fixed penalty notices were issued by 27 of the 51 police forces in Great Britain during the first ten months of the regulation between 1 December 2003 and 30 September 2004. This compares with the Department for Transport's estimate* that the new offence would result in 50,000 to 100,000 fixed penalty notices a year and 2,000 to 5,000 prosecutions in court.

Steve Norris said:

"More effective police action would help the Government achieve the aim of making 'phoning-and-driving' as socially unacceptable as drinking-and-driving."

"We are particularly alarmed by the evidence that many younger, less experienced drivers fail to appreciate the risks of poor driving skills. Taking an advanced driving test will make them better equipped to identify and avoid dangers on

the road, and be less of a risk to themselves and others. The cost is a small price to pay for making you a better, safer driver, with skills which could save lives – their own and others.”

**Mobile Phones and Driving: Regulatory Impact Assessment, DfT, October 2003.*

**“Two Wheels Good” as IAM Bikers Grow - Four new IAM motorcycle groups join the pack
Issued: 26 April 2005**

Unprecedented demand from bikers seeking advanced riding skills has led to the IAM extending its network of local groups - with four new groups established in the last month alone.

The new groups – all preparing riders for their IAM advanced motorcycling test - are needed to respond to the increase in demand from riders. This year has seen an increase in IAM test applications of nearly 40 per cent.

Plymouth Advanced Motorcyclists were the first of the new groups (9 April) followed closely by Peterborough Advanced Motorcyclists (13 April), Wilts and Bath Advanced Motorcyclists (16 April) and Morecombe Bay Estuary Advanced Motorcyclists (17 April).

The four new groups are the latest to join a network of more than 200 IAM Groups, UK wide, most of which offer to prepare riders for their advanced test.

“Our motorcycle membership is now nearly 14,000 and growing fast,” said IAM Motorcycle Manager Dave Shenton. “Advanced motorcyclists get the best of their bike – and they have the time of their life. Riding is no fun if you are injured and that’s where the IAM’s Skill for Life course comes into its own,” he said.

Mr Shenton said that the rise in so-called “born again” bikers was a major factor in the surge of popularity for advanced riding. “Today’s powerful machines need much more skilful handling than those that were around years ago.”

The growth in IAM bike groups supports the first National Motorcycling Strategy introduced by the DfT to ensure the “mainstreaming” of motorcycling as a means of transport. The strategy recognises that an increasing number of people are turning to motorcycles and scooters in order to beat congestion as well as riding bikes just for the sheer fun of it. At its heart is the need to recognize improvements in post-test training, making it attractive to riders.

Driving Abroad

Driving abroad is different and can often be difficult, particularly if you don’t drive abroad regularly.

Follow these simple IAM guidelines and your driving should be safe and more relaxing.

- Driving on the right hand side of the road will seem strange at first so concentrate all the time you are driving. Make sure you know the rules of the road in the country that you are in and obey them. Many rules and traffic regulations will be the same as in the UK, but some countries do have particular rules and regulations. They are often enforced with greater firmness and being a tourist may not get you off the hook. For example, French auto route police can calculate your average speed between toll booths, issue a ticket on this evidence alone and impose on-the-spot fines.
- In some countries, again France for example, vehicles approaching from the

right usually have priority. Local people will usually expect everybody to comply with this rule.

- Make sure that you understand the meaning of all road signs and obey them. Most of them will be familiar to you and the meaning of those that are not should be fairly obvious. Remember the general rule:- triangles warn, circles prohibit and rectangles inform.
- In most European countries, it is a legal requirement that drivers carry a red warning triangle in case of breakdown or accident. If you do break down or have an accident, put the red triangle at least 50 metres (164 ft) before the obstruction and on the same side of the road; 150 metres (492 ft) on the hard shoulder of motorways. At night or in poor visibility do not stand behind your vehicle or let anyone else do so, it could prevent other drivers seeing your rear lights.
- Say "Think Right - Look Left" to yourself every time you start to drive or approach a roundabout or road junction. This will put you in the right place on the road, traveling in the direction of the traffic flow and looking in the direction from where the first danger is most likely to come. Saying "Think Right - Look Left" to yourself will also help to avoid your natural inclination to want to drive on the left side of the road.
- Do not drive too far without a break - tiredness can kill. Take a break every two hours and, if possible, change drivers regularly. Plan your route and make sure you have an up-to-date map.
- Overtaking is a difficult and potentially dangerous manoeuvre. You must always be sure that your overtake is going to be safe. Driving a right-hand drive car on the "other" side of the road means you are not in the best position

to see ahead. Always remember, the decision to overtake is yours - do not rely on the judgment of the passenger in the front seat.

- Make sure that the car you are driving is roadworthy and that the headlights have been properly adjusted, if that is necessary.
- You must tell your insurance company if you intend to take your own car abroad. You should also ask your insurance company if you need an International Driving Licence, Green Card or Bail Bond.

Drinking Americans

From the state where drinking and driving is considered a sport, comes a true story from Texas.

Recently a routine police patrol parked outside a local neighbourhood bar. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk. The man stumbled around the parking lot for a few minutes with the officer quietly observing.

After what seemed an eternity and trying his keys in five different vehicles, the man managed to find his own car which he fell into. He was there for a few minutes as a number of other patrons left the bar and drove off.

Finally he started his car, switched the wipers on and off (it was a dry night), flicked the hazard flasher on and off, tooted the horn and then switched on the lights. He moved the vehicle a few inches forward, reversed a little and then remained stationary for a few more minutes as more patrons left in their vehicles.

At last he pulled out of the parking lot and started to drive slowly down the street. The

police officer, having patiently waited all this time, now started up his patrol car, put on the flashing lights, and promptly pulled the man over, carrying out a breathalyzer test. To his amazement the breathalyzer indicated no evidence of the man having consumed alcohol at all!

Dumbfounded, the officer said, "I'll have to ask you to accompany me to the police station; the breathalyzer equipment must be broken." "I doubt it," said the man, "tonight I'm the designated decoy."

OUR LANGUAGE

In the English tongue we speak,
 Why is break not rhymed with weak?
 Won't you tell me why it's true
 We say sew but also few,
 And the maker of a verse
 Cannot rhyme his horse with worse?
 Beard is not the same as heard,
 Cord is different from word.
 Cow is cow but low is low,
 Shoe is never rhymed with foe.
 Think of hose and dose and lose,
 Think of goose and yet of choose,
 Think of comb and tomb and bomb,
 Doll and roll and home and some
 And since pay is rhymed with say
 Why not paid with said I pray?
 Think of blood and food and good,
 Mould is not pronounced like could.
 Why is done but gone and lone
 Is there any reason known?
 To sum it up it seems to me
 That sounds and letters don't agree!

Author unknown

FOUR ALL WHO REED AND RIGHT

We'll begin with a box, and the plural is boxes; but the plural of ox became oxen not oxes. One fowl is a goose, but two are called geese, yet the plural of moose should never be meese. You may find a lone mouse or a nest full of mice; yet the plural of house is houses, not hice.

If the plural of man is always called men, why shouldn't the plural of pan be called pen? If I spoke of my foot and show you my feet, and I give you a boot, would a pair be called beet? If one is a tooth and a whole set are teeth, why shouldn't the plural of booth be called beeth?

Then one may be that, and three would be those, yet hat in the plural would never be hose, and the plural of cat is cats, not cose. We speak of a brother and also of brethren, but though we say mother, we never say methren.

Then the masculine pronouns are he, his, and him, but imagine the feminine as being she, shis, and shim.

Some other reasons to be grateful if you grew up speaking English:

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture.
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert.
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) At the Army base, a bass was painted on the head of a bass drum.

- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down into a sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) After a number of Novocain injections, my jaw got number.
- 19) Upon seeing the tear in the painting I shed a tear.
- 20) I had to subject the subject to a series of tests.
- 21) How can I intimate this to my most intimate friend?
- 22) I spent last evening evening out a pile of dirt.

Multiple pronunciations can mess up your mind! For example, if you have a rough cough, climbing can be tough when going through the bough on a tree!

Let's face it - English is a crazy language. There is no egg in eggplant nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England.

We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square, and a guinea pig is neither from Guinea nor is it a Pig.

And why is it that writers write but fingers don't fing, grocers don't groce, and

hammers don't ham? Doesn't it seem crazy that you can make amends, but cannot make one a mend? If you have a bunch of odds and ends, and get rid of all but one of them, what do you call it - one odd and one end? If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat? Sometimes I think all the folks who grew up speaking English should be committed to an asylum for the verbally insane.

In what other language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell? How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out, and in which an alarm goes off by going on.

If Dad is Pop, how's come Mom isn't Mop?

ENGLISH

Acccdring to rscheearch at an Elingsh uinervtisy, it deosn't mtaer in what oredr the ltteers in a wrod are, the olny iprmoatnt tihng is taht the frizr and lsat ltteer is in the rghit pclae. The rset can be a toatl mses and you can sitll raed it wouthit porbelm. Tihs is bcuseae we do not raed ervey lteter by itslef but the wrod as a wlohe.

Previously printed in Hardres Street Methodist Church Newsletter.

An Easy Quiz?

- 1) How long did the Hundred Years War last?
- 2) Which country makes Panama hats?
- 3) From which animal do we get cat gut?
- 4) In which month do Russians celebrate the October Revolution?
- 5) What is a camel's hair brush made of?
- 6) The Canary Islands are named after what animal?
- 7) What was King George VI's first name?
- 8) What colour is a purple finch?
- 9) Where are Chinese gooseberries from?

Word Search

Find these words:

- BERKSHIRE
- BUCKINGHAMSHIRE
- CUMBRIA
- EASTSUSSEX
- GLOUCESTER
- GREATERLONDON
- GUERNSEY
- HAMPSHIRE
- HERTFORDSHIRE
- ISLEOFMAN
- KENT
- LANCASHIRE
- LINCOLNSHIRE
- NOTTINGHAMSHIRE
- ORKNEY
- POWYS
- SHETLAND
- SOMERSET
- STRATHCLYDE
- SUFFOLK
- TAYSIDE



Answers to An Easy Quiz?

- 1) How long did the Hundred Years War last? **116 years**
- 2) Which country makes Panama hats?
Ecuador
- 3) From which animal do we get cat gut?
Sheep and horses
- 4) In which month do Russians celebrate the October Revolution? **November**
- 5) What is a camel's hair brush made of?
Squirrel fur
- 6) The Canary Islands are named after what animal? **Dogs**
- 7) What was King George VI's first name? **Albert**
- 8) What colour is a purple finch? **Crimson**
- 9) Where are Chinese gooseberries from? **New Zealand**

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?

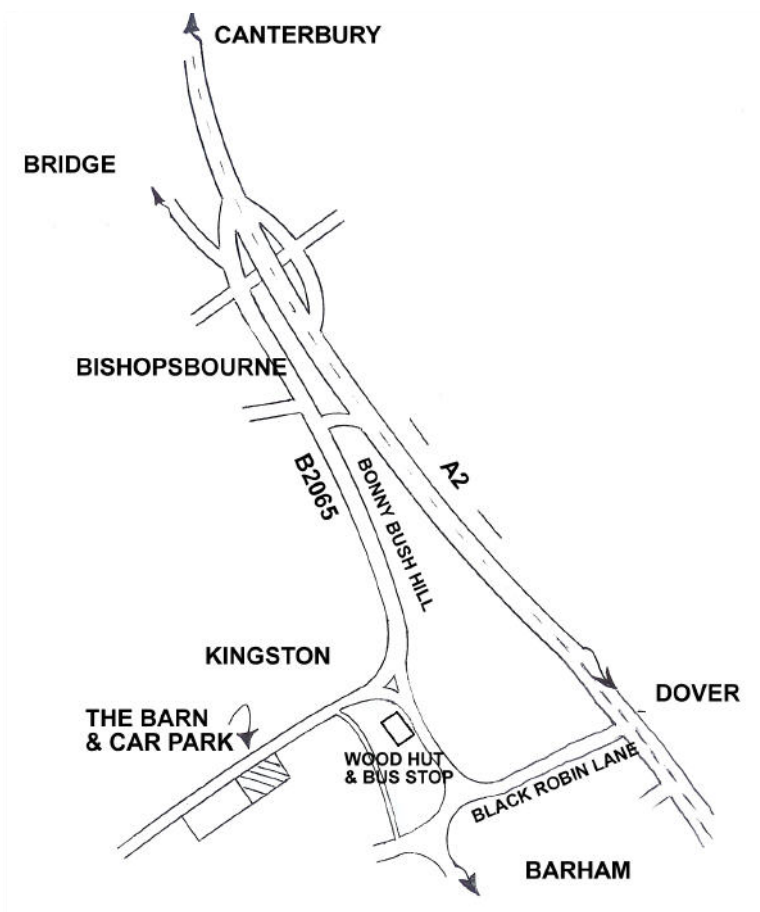
If you contact Mrs Sheila Redwood, 01227 462676, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

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

Mrs Mandy Watson
 Mrs Pauline Copley
 Mr Stephen Lavender
 Mr Daniel Pepper
 Mrs Jean Godden
 Mrs Carol Howley
 Mr Roger Hansford
 Mr Daniel Scrase
 Mr Alexander Feddon
 Mr Richard Meadows
 Dr Philip Ranger

Events Data

Littlebourne War Memorial Hall
- Second Thursday - 19.30pm

9 June - Manoeuvring Evening
 7pm onwards at Hersden.

14 July - Quiz & Trivia Evening.
 Usually a good laugh!

11 August - Open night. DVD showing.

8 September - *Unconfirmed*

Nigel Stevens on the soapbox!

Sunday 18 September - Treasure Hunt!

More details to follow.

13 October - AGM

Deputy Chief Examiner guest.

10 November - *Unconfirmed*

Our very own Gary Nichols.

8 December - Chris Wade.

A favourite, back by popular demand.

Test Passes

Period:

01.02.04 - 23.04.05

Associate	Date	Observer
Grahame Burney	01.02.2004	Ron Sims
Angela Leith	02.04.2005	Nigel Cooke
Sean McGavin	03.04.2005	Alan Hollands
Terry Clark	06.04.2005	Paul Johnson
Phil Hughes	09.04.2005	Phil Plant
Mandy Watson	23.04.2005	Ted Willey

Alan Hollands qualified as a Senior Observer.

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

Final Copy Date for September Submission - 11 August 2005

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