

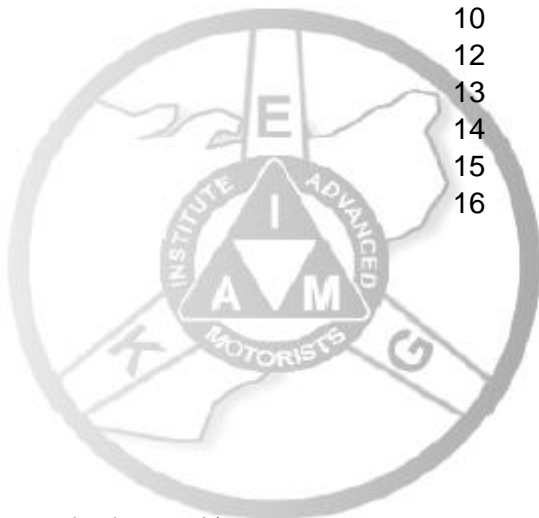
EAST KENT GROUP

Newsletter March 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.

Well I hope you all had a good Christmas and New Year! We certainly did. It was fantastic - warm, sunny and relaxing.

Of course, you always get one who has to take the break too seriously. She almost made it through the year without breaking anything... Of course I'm talking about Mum, the one woman disaster area, who managed to break her wrist on New Year's Eve, while sober!!

We were actually trying to find a way into the villa as the blokes had all gone shopping (best place for them), but had the only key to the villa with them so we couldn't get in. Well being the intrepid modern women (and little pickle) that we are, we decided to break in. That we achieved successfully, but not before Mum tripped over an inch high step and went straight down as if pole-axed.

From where I was standing it looked like she'd gone flat on her face, so I suppose it was amazing that she only broke the one bone! We spent the rest of the day sunbathing, and the evening in the usual festivities, but by the next morning, as she seemed to be in a lot of pain, succumbed and took her to the medical centre, and then on to the hospital where they had an x-ray machine. (Sacrificing valuable sunbathing time - we are nothing if not sympathetic).

I have to say how impressed we were with the speed, efficiency and cleanliness of the medical service we received. The NHS could stand to learn a lot from this small island! Given that it was half hour drive to the hospital each way, we were seen, x-rayed, plastered and home within 3 hours! We'd still be

sitting in Casualty now if the accident had occurred here...

In light of these events, I've set a little challenge which you can find on page 13.

Onto upcoming events, Sheila has arranged two sessions for the skid pan, 7th and 14th May. The 7th is almost full, but the 14th is still available. Return your slips now!

I can't recommend this highly enough. It is a truly valuable learning experience, and in light of the weather of late, learning that is needed by almost everyone on the roads.

I was following a 4x4 driver recently, driving in a light snow shower on roads that were only wet. This driver thought that 15 mph on a 60 mph clear, straight road was the thing to do apparently. Too many people seem convinced that if they drive faster than walking pace, they will in fact roll the car, or skid out of control or something. Perhaps they would be better off walking!!

Now that I've got that off my chest I'll let you carry on. Enjoy!

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

Skid-Pan at Police H.Q. in Sutton Road, Maidstone

Due to popular demand, I have now provisionally booked two dates, Saturday mornings, 7th and 14th May – which I must confirm by the end of March or we will incur a cancellation charge.

Sessions consist of three people per hour and cost £31.40 including V.A.T. per person. (The cost has remained the same for some years now). If you are also interested would you please forward your cheque payable to 'East Kent Group of Advanced Motorists' to me. At the same time would you indicate below to me whether you could attend on either or both the above dates. I will arrange your timings when I have the bookings confirmed.

I found my way to the Skid Pan quite easily a few years ago, but as there has been quite a lot of development since then in the immediate area, I will be getting up to date instructions for you, particularly as some people had trouble finding the place last time.

Sheila Redwood

[The 7th is almost full. Best availability is 14th - ED]

I can attend the Skid-Pan session on

- 7th May
- 14th May
- either day

Name: _____

A small problem

As you might have expected, it began with a phone call from Richard Hazell: "Barrie do you think you can help this gentleman? Please phone him and see what you can do."

The gentleman in question was Mr Jeremy Campbell, who works for a haulage company, FOWLER WELCH COOLCHAIN, who operate a large fleet of articulated vehicles. Part of Jeremy's remit is driver training and development, and having once been an Observer himself, he thought it would be a good idea to get his company involved with the IAM.

I duly phoned Jeremy and arranged a meeting, at which he explained that he believed the IAM could, through training and testing, improve the safety of all those who come into contact with his fleet, and would also give his drivers the opportunity to gain a recognised qualification. We discussed a training program and decided that my role would be to get the company's three Driver/Trainers through the IAM test and help them to become Observers. They in turn could then disseminate the training throughout the company.

On Tuesday 1st February, after meeting the three Driver/Trainers, going through the introduction and establishing some aims and objectives, we started the first observed drives. All three drove around the same route to keep things as consistent as possible. It was interesting to see three different approaches and three different solutions to fixed problems (road works, roundabouts and junctions).

Jeremy would like to involve as many East Kent Group Observers in this project as possible, but it must be remembered that they would always have to travel to his operating centre at Teynham.

Having spent most of my working life in road haulage, being in a heavy goods vehicle is second nature to me, but for those of you without that experience, you need to remember that the vehicles are nearly fourteen feet high and must be entered and exited correctly to avoid accidents. They are over eight feet wide, in excess of fifty feet long and weigh in excess of forty tonnes. They have multi-choice gearboxes - some semi-automatic, most with sixteen speeds (some of which will only add 5 mph to the speed if entire rev. range is used). Most have alternative methods of slowing down, such as exhaust brakes and retarders. Many will use cruise control for maintaining speed (e.g. 30, 40 or 50 mph), allowing the engine management system to control the fuel flow and produce optimum mpg. It must also be remembered that the trailer wheels do not necessarily follow the tractor wheels, but can cut quite considerably.

If any Observer is interested in becoming involved, or would like more information, please feel free to contact me on 01304 365773.

I hope this opportunity will open up a whole new chapter in the club's history, and introduce a different group of drivers (HGV) to advanced driving.

Barrie Bailey

Driving Mnemonics

I have always been interested in little sayings to do with driving. They can be a quick way to remind ourselves of things. For instance, where we should be on the road, or the sequence in which we use the controls of our car. Here are a few I have come across, some from "Roadcraft" or other driving books and some from other observers or just overheard in general conversation. No doubt many of you will already know quite a few of them.

If there are any more out there perhaps members could send them to our editor, as I know she is always looking for items for the newsletter.

Ted Willey

- Always drive at a speed at which you can stop, on your own side of the road, within the distance you can see to be clear.
- Anger is just one letter away from danger. (Don't get angry).
- Best position for best view.
- Better to arrive a few minutes late than "Dead" on time.
- Brake, gear, steer
- Brake on the straight.
- Brakes are to slow, gears are to go.
- Creep and peep. (For instance when emerging from a side road and parked cars are restricting your view.)
- Early vision, early decision.
- If you are surprised when driving, it's your fault
- If your foot is on the brake, your hands should be on the steering wheel.
- Kill your speed, then gear to go.
- Match gear to speed before the bend.
- Mirror again to check reaction to your signal.
- Mirror signal manoeuvre.

- Never put your car anywhere, unless your eyes and brain have been there first.
 - On bends, more steer, more drive.
 - Only a fool breaks the two-second rule. In the rain, know the score make it four.
 - Roundabouts. Plan to stop look to go.
 - Speed for the hazard, gear for the speed. (In this order).
 - Straighten bends when safe to do so.
 - The brakes stop the wheels, but the tyres stop the car.
 - The more white paint on the road, the more danger.
 - Untidy car, untidy driver
 - With lorries etc. If you can't see their mirrors, they can't see you.
 - You can't react to what you can't see. (Anticipate).
- Besides carrying an ice scraper and de-icer, it's worth carrying the following items:
 - 1 Torch
 - 2 First-aid kit
 - 3 Tow rope
 - 4 Blankets
 - 5 Warm coat
 - 6 Boots
 - 7 Jump leads
 - 8 Snow shovel
 - 9 Warning triangle
 - 10 Water-repellent spray

Driving in snow and ice

Stopping distances are ten times longer in ice and snow, so gentle manoeuvres are the key to safe driving.

- Wear comfortable, dry shoes: cumbersome, snow-covered boots will slip on the pedals
- Select second gear when pulling away, easing your foot off the clutch gently to avoid wheel-spin
- Try to maintain a constant speed, choosing the most suitable gear in advance to avoid having to change down while climbing a hill
- When driving downhill, choose third or fourth gear to prevent skidding
- Always apply brakes gently. Release them and de-clutch if the car skids
- If you do get stuck, straighten the steering and clear the snow from the wheels. Put a sack or old rug in front of the driving wheels to give the tyres some grip. Once on the move again, try not to stop until you reach firmer ground.

Driving in a winter wonderland

Winter motoring requires care and a little special attention if you're to avoid breakdown or accidents. Here are a few pointers that should reduce the risks of becoming stranded, courtesy of the AA.

Be prepared

Put safety before punctuality during bad weather.

- Allow ten minutes extra to prepare the car
- Clear all windows of snow or ice using a scraper and de-icer
- Don't drive off like a tank-commander. Wait until you have good all-round vision
- Use water-repellent spray on door locks and then oil them
- Use a cigarette lighter to warm a key for a frozen lock. Don't breathe on the lock - it will just freeze
- Hand-brake cables can freeze but leaving the hand-brake off can be dangerous. Leave it to thaw or call out a garage

Driving in floods

- Only drive through water if you know how deep it is
- Drive slowly and steadily to avoid creating a bow wave, and allow on-coming traffic to pass first

- Keep the engine revving by slipping the clutch otherwise water in the exhaust could stall the engine
- Test your brakes as soon as you can after driving through water
- Don't drive through fast-moving water, such as at a flooded bridge approach - your car could be swept away
- If you break down in heavy rain, don't open the bonnet while you wait for help to arrive - the engine will be hard to start if the electrics are rain-soaked
- Drivers who blind other road users with their fog lights after the murk has cleared can be fined up to £2,500
- Keep the number plates clean - dirty, illegible number plates can land you a fine of up to £1,000

Source: <http://www.supanet.com/motoring/news/37860/>

Vision

Through the autumn and winter months, dazzle from low sun can be a problem.

- Keep all windows clear - if your vision is obscured through dirt, snow or even sticker-infested car windows you could face a fine of up to £2,500
- Check or replace windscreen wipers
- Windscreen washer fluid should be topped up and treated with a proprietary additive to reduce the chance of freezing in frosty weather. Don't use ordinary engine anti-freeze
- Clear snow from the roof as well as from windows as this can fall onto the windscreen and obscure your view or fall onto the road and hinder other drivers. You could be fined up to £2,500 and receive three penalty points if the police consider your car a danger to other road users

Visibility

You must use headlights when visibility is reduced. You may also use front or rear fog lights but these must be switched off when visibility improves. In wet conditions, fog lights (especially rear ones) can dazzle other road users and can obscure your brake lights.

- Check that all the light bulbs are working and that headlights are clean and aimed correctly

'Middle lane hogging' problem exposed

Seven hundred miles of motorway are being lost due to poor lane discipline, according to new figures launched by the RAC Foundation as part of National Motorway Month.

Researchers for the National Motorway Month campaign conducted a nationwide survey of 15,000 vehicles measuring tailgating and lane discipline in July. From this survey, the RAC Foundation estimates that 'middle-lane hogs' and 'outside lane-blockers' are wasting up to one-third of motorway capacity in peak periods, due to poor lane discipline. This 700 miles 'lost' is equivalent to the distance from Aberdeen to Penzance.

The police have the power to pull over motorists for poor lane discipline and also can prosecute if they consider a driver's behaviour amounts to inconsiderate driving. With an 11 per cent decrease in traffic police in England and Wales since 1997, however, and a lack of visible police presence on the motorways, many motorists are left to get away with their selfish 'lane-hogging' behaviour.

Also identified during the survey was the problem of "phantom traffic jams" caused by red light braking. Often poor lane discipline leads to vehicles tailgating. Any slight incident such as changing lanes, or leaving the motorway, may force a

tailgating motorist to hit the brakes hard. This can produce a red light (brake light) domino effect with all the subsequent cars braking hard until they eventually come to a standstill. This creates a phantom traffic jam although there is no accident or hold-up other than that caused by excessive braking.

Today the RAC Foundation is calling for drivers not to hog the middle and outside lanes, and to pull over to the left-hand lane when not over-taking, as suggested in the Highway Code. The Foundation is also urging drivers to keep their distance from the car in front, in order to avoid causing phantom traffic jams through unnecessary red-light braking.

In 1995 the message 'Don't hog the middle lane' appeared on Variable Message Signs (VMS) over some motorways as part of an RAC Courtesy campaign. The problem of poor lane discipline today is even worse with increasing traffic levels, and more congested motorways. The RAC Foundation is encouraged by the recent commitment of the Highways Agency to pilot 'Don't hog the middle-lane' VMS messages on the motorways and the Scottish Executive's continuing use of the signs to encourage better lane discipline.

A recent RAC Foundation survey has shown that poor lane discipline is in the top five annoying motorway-driving habits. The full list is:

- 1 Tailgaters – over 40 per cent of drivers are guilty of tailgating on the motorways. This is annoying to other drivers and dangerous as it limits motorists' ability to react to events ahead.
- 2 Middle-lane hoppers – one-third of motorway capacity is lost due to poor-lane discipline. This frustrating
- behaviour is a major cause of road-rage on motorways.
- 3 Non-indicators – people who don't use their indicators to signal their intentions are both a nuisance and a danger to other motorists.
- 4 Swoopers – who cut across lanes with little regard for other motorists.
- 5 Chatterboxes – who talk on hand-held mobile phones while driving. Despite being banned, the Foundation's traffic survey found this is still common practice.

Source: <http://www.supanet.com/motoring/features/news/9761/>

Citroën C3 1.4 Stop and Start

The big attraction with this hot, new version of the C3 (Citroën's hugely cuddly urban supermini) is that it keeps stopping. That's not normally something to recommend in a car. But we're not talking random malfunction here, but rather an ingenious and deliberately deployed piece of engineering that is, in its own small way, part of a far larger and still more cunning plan to save the world.

Come to a standstill in this new C3, with your foot on the brake, and the engine, without fanfare, dies. I'm sure many of us have been in an old, rattly, canvas-topped 2CV in which the same routine applied. But in that case, getting the engine restarted was a job for your local garage. Here, all you have to do is lift your foot from the brake, and the engine automatically revives.

With its finely tuned antenna for the essential gist of things, Citroën calls this stop and start system "Stop and Start". By doing away with the old and aptly-named concept of "idling", a Stop and Start C3 reduces pointless emissions, and returns

the kind of consumption figures that have petrol station managers cancelling their holidays. It also spares the car and its occupants a lot of needless stationary shaking and bumbling. As the Beach Boys would doubtless have put it: good lack of vibrations.

It's a system we have seen on hybrid cars, such as the Honda Insight, which also politely claps out - but in an ecologically good way - at traffic lights. But this is a rare and ambitious breakthrough into the standard-fuel mainstream. With luck, it could also prove a pioneering one. Soon, perhaps, people in their millions will be eyeing the benefits, both personal and global, of a car that takes power naps.

Nevertheless, everyone will have to weigh on their own pulses the eerie feeling induced by the car's impromptu silences. Years of conditioning inevitably cause one to read a silent car as a stalled car, and there were moments when inherited memory kicked in and I found my hands reaching in a panic for the ignition.

Pedestrians should also be given ample warning of this incoming breed of stealth bomber. People use their ears as well as their eyes in assessing the wisdom or otherwise of crossing a road, and for pedestrians a silent car tends, on perfectly reasonable grounds, to be associated with a parked car. They're not to know that, in the case of a silent C3, the driver could have the engine up and running within 400 milliseconds of removing his foot from the brake (the official response time, as calculated by Citroën).

Of perhaps greater concern, however, is that the Stop and Start C3 comes hooked up to Citroën's SensoDrive system, its take on an automatic gearbox that can also be

driven actively, switching gears either via a toggle by the handbrake or via levers on the steering wheel. Every manufacturer who puts a set-up like this on the market excitedly mentions that this is the way formula one drivers change gear, but the analogy never seems entirely helpful.

Formula one drivers tend to be wrapped in fire-retardant overalls and piloting a rocket-fuelled advertising hoarding at speeds beyond 200mph. You, on the other hand, are tooling about in a dimple-faced Citroën that may reach 70mph between now and next Tuesday, and the presence of a pair of flippers (one to change up, one to change down) doesn't automatically put the experience in the category of high-performance motorsport.

Frankly, even in automatic mode, the C3 bucks and leaps like something out of a rodeo. As for silky smooth manual gear changes, these may well be possible in a C3 with SensoDrive, but I never achieved one. Not one. With each change, the car lurched forwards as if powerfully attracted to a magnet located just beneath the earth's surface, three feet ahead of the bonnet. I'm fairly confident the rear wheels didn't actually come off the ground at these moments, but it felt as though they did. That said, I wasn't in the best position to observe, given that the motion tended abruptly to squish my face against the windscreen.

At least the noise of some good old-fashioned gears being ground would have made the scenario richly comic, but instead the car merely wheezes like a vacuum cleaner that has sucked up a stone and needs a short interval in which to digest it. And then it moves on, biding its time until it needs to mug you again. I'd say SensoDrive was a tall price to pay for Stop

and Start. Still, no one ever said saving the world was going to be easy.

Giles Smith

The lowdown

Citroën C3 1.4 Stop and Start

Price: from £11,445

Top speed: 112mph

Acceleration: 0-62mph in 13 secs

Consumption: 49.6mpg (combined)

Source: <http://www.supanet.com/motoring/testdrives/news/37317/>

IAM Press Releases

IAM CHIEF WARNS THAT DRIVER ALIENATION "IS NOT IN THE INTEREST OF ROAD SAFETY"

Safety on UK roads is at risk because drivers feel "targeted, vulnerable and alienated", said John Maxwell, chairman of the Institute of Advanced Motorists today.

Speaking at the IAM's annual lunch in London, Mr Maxwell said that motorists are made to believe that congestion, delay, environmental pollution and, not least, the accident toll, is all their fault.

"Car drivers and motorcyclists are not just part of the problem: they can be – and need to be – part of the solution. Treat them fairly and get them back on-side, and there will be a rapid pay-back – not necessarily in the way that the Treasury appears to understand best, but for road safety."

Specifically, it was the IAM's regret that there has been a "dismal failure to 'sell' the safety benefits of speed cameras – allowing them, instead, to be misunderstood as instruments of

entrapment and fund-raising," said Mr Maxwell.

"Cameras are frequently sited where drivers believe them to be unnecessary, with a trigger mechanism that is lacking in discretion and penalty notices that arrive like overdue invoices. Too many road-users believe that speed cameras are nothing more than nice little earners, and that getting caught is less about discouraging dangerous driving than playing a game of chance."

In fact, Mr Maxwell argued, cameras have a "legitimate and valuable role in enforcing compliance, as distinct from ensuring capture", and there must be an urgent review of camera locations. In addition, all camera sites should clearly show the speed limit at that point, with more repeater signs needed on restricted roads.

Mr Maxwell said: "Rehabilitating speed cameras – re-defining them as instruments of compliance, not capture – would do much to take the pressure off the vast majority of sensible drivers and riders who need little persuading that safety is common sense and should always come first."

Also necessary, says the IAM, is a review of speed limits, recognising the change in enforcement methods. Limits need to be seen to be right if they are to earn respect and to be observed, and the message must be that, whatever the speed limit, it is inappropriate speed that kills.

There should, said Mr Maxwell, be an "imaginative and positive response" to the Road Safety Bill, which already contains elements of driver re-education. And there needs to be more, not fewer, traffic police on UK roads. "A blue light and a sharp word

will always have more effect, and earn more respect, than electronic surveillance and a penalty notice through the post."

Guest speaker at the IAM Annual Lunch was North Wales Chief Constable and ACPO Head of Road Policing Richard Brunstrom.

Issued: 8 December 2004

THE IAM PRESIDENT

The Duke of Gloucester's resignation as President of the IAM has now been received by the full IAM Council.

John Maxwell, IAM Chairman, said: "The Duke's decision to resign the IAM Presidency has been received with great regret by all IAM Council members, given his effective and enthusiastic Presidency over 32 years."

Issued: Monday 24 January 2005

IAM STARTS THE SEARCH FOR A 2005 "ROAD SAFETY CHAMPION"

The Institute of Advanced Motorists (IAM) has started the 2005 search for the individual who at some point has made a significant contribution to saving the lives of young drivers and riders. The Dominic Fox Award seeks to acknowledge and celebrate outstanding road safety work that has benefited, directly or indirectly, young road users.

Statistics show that younger drivers and riders are consistently the UK's most vulnerable road users.

One in three crashes involves young men under the age of 20. And 18 year old

drivers have twice as many crashes as 50 year olds doing the same mileage.*

"Of all our awards, the Fox Award is the most prestigious. Once again, our ideal candidate is likely to be a bit of a 'champion' - somebody with a history in road safety, and whose contribution may have already been recognised," said IAM Chief Executive Christopher Bullock.

The Dominic Fox Award is named after the IAM's youngest Council member, who died unexpectedly in 2000, at just 32.

"This is the fourth year of the award. Dominic Fox brought a fresh eye to the promotion of safer driving for younger drivers and motorcyclists," said Mr Bullock. The winner will receive a trophy and a monetary award.

The 2004 winner was Sam Geddis, from Northern Ireland, who spearheaded the "Roadwise" scheme for younger drivers.

Nomination forms for this year's award can be downloaded from the IAM website, www.iam.org.uk (in PDF File format for printing)

The deadline for nominations is 31 July 2005.

* = source: DfT Novice Driver Accident Liability

Issued: 22 February 2005

With the high rate of attacks on women in secluded Car Parks, especially during evening hours, Somerset Council has established a "Women Only" car park near St. John Street.

Even the car park attendants and security staff are exclusively female, so that a comfortable and very safe environment is created for the ladies.

No men are allowed anywhere near the car park but a local male photographer managed to snap the shot below for the local paper ... at great personal risk!

Sent in by Nick Williams



Strange New Words

chimping: The "ooooh! ooooh!" sound made by people when they spot a good photo while reviewing the images on the back of their digital cameras.

defenestration: A 17th-century word that means "to throw someone or something out the window."

deja moo: The nagging feeling that you've heard this bull before.

dopeler effect: The tendency of stupid ideas to seem smarter when they come at you rapidly.

duck shuffler: Just when you get all your "ducks in a row," a duck shuffler comes along and rearranges them for you.

fat-fingered: To hit the wrong button, key, etc., when dialling or typing, as in, "Here's the correct URL. I fat-fingered it the first time."

frying spam: The increasingly time-consuming morning ritual of deleting spam from your inbox.

ham: Legitimate e-mail messages that get filtered in your attempt to separate the "real meat" from the spam.

hoovering: The fine art of sucking up.

keepage: The opposite of garbage.

kudo loop: The endless e-mail loop that occurs when people in the office feel they must add their two cents to a "Great Job!" company-wide e-mail from the boss.

mouse potato: A person who spends hour upon hour staring into his or her computer screen.

multi-slacking: The act (or art) of performing multiple nonproductive tasks (talking on the phone, watching TV and surfing the Web) at once.

vuja day: The distinct feeling you've NEVER been here (or heard this) before.

Source: www.strangecosmos.com

And now a bit of fun and a challenge for you all.
(Don't worry, I got her permission first!)

What bone will Mum break next?

Given Mum's propensity for breaking bones, it was suggested to me that we should run a competition to try and guess which one's next!!

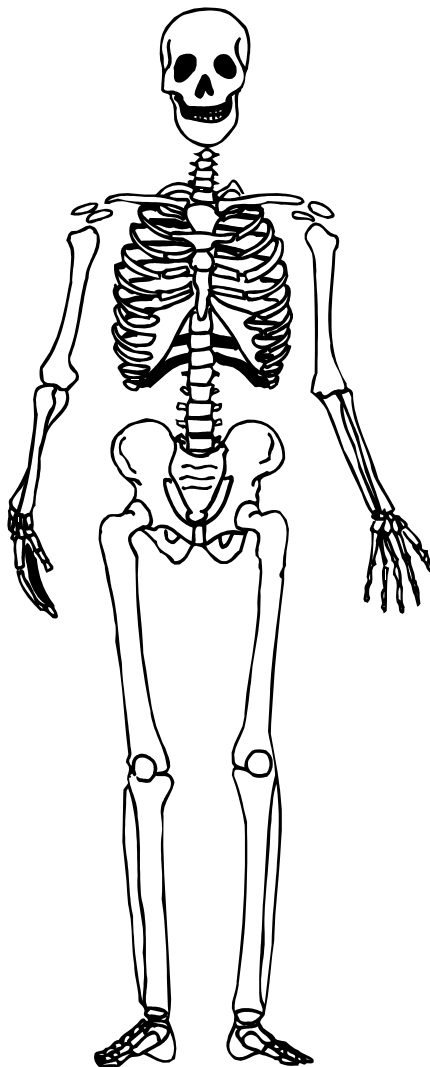
Now obviously we are all hoping the bone breaking days are over - and we will all be really happy if she never breaks a bone again. However... Her past record is not good.

Now she has already broken/fractured in the last 2 (3?) years a shoulder, rib(s), bit of her spine, nose (probably), tooth, and most recently wrist.

I did warn her as I drove her home from the hospital in Fuerteventura that she would probably be subject to jokes and disbelief for the rest of her days, and I think she is now resigned to this if not happy about it!!

Mark your spot on the skeleton, fill in your name on the back and send it to me at:

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



What bone will Mum break next?

Name:

Guess:

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?

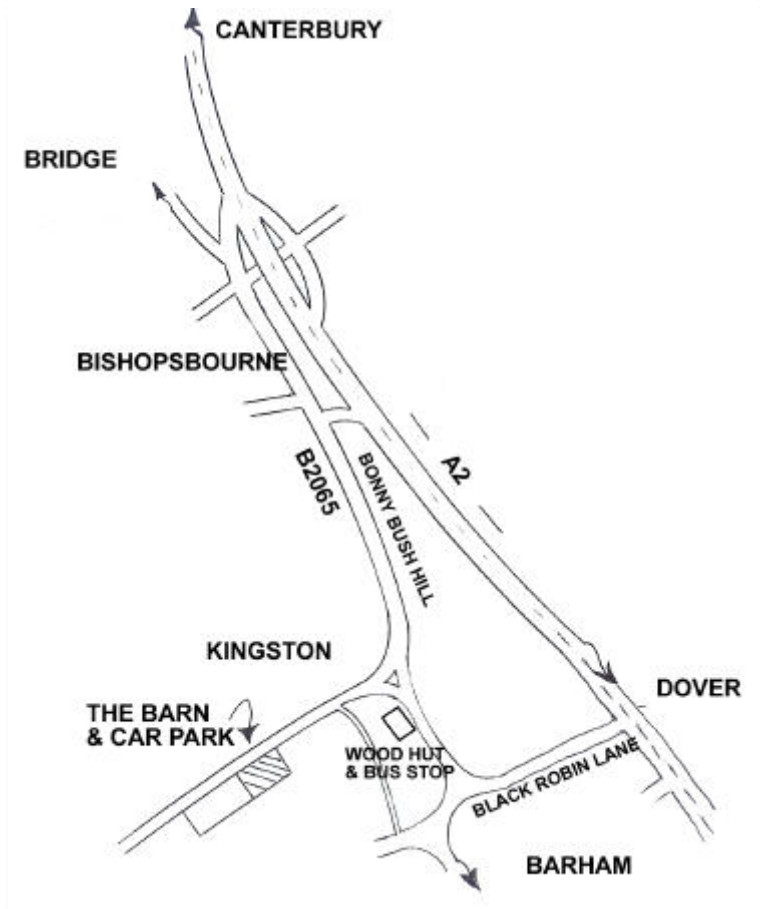
If you contact Mrs Sheila Redwood, 01227 462676, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

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 December 2004

Mr Alexander Coy
 Mr Thomas Cox
 Mr Luke McConnell
 Mrs Jane Stupple
 Mr Matthew Tighe
 Mr Brendan Grieve
 Mr Brian Warren

New Members

Mr John Nye

Events Data

Littlebourne War Memorial Hall
- Second Thursday - 19.30pm

10 March - Deal Fire Station Visit.
 Demonstration by the Dover Crew

14 April - Paul Gillett - DCM

12 May - Speaker from the Mobility Centre near Croydon whose job is to assess and advise disabled and older people on their medical fitness to drive.

9 June - Manoeuvring Evening at Hersden

Test Passes**Period:**

04.12.04 - 04.02.05

Associate	Date	Observer
John Clark	04.12.04	Adam Ambrose
Naomi Smith	12.12.04	Richard Hazell
Jane Clarke	??.12.04	Tony Lesurf
Robert Sparks	??.12.04	Alan Norman
Peter Ward	16.01.05	Richard Blackford
Richard Appleford	29.01.05	June Thomson
Garry Hope	??.01.05	Nick Williams
Stanley Stirrups	04.02.05	Alan Hollands

Philip Clark qualified as an Observer and June Thompson passed her Senior Observer test on 3 January 2005

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