

EAST KENT GROUP

Newsletter September 2004



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

I have started to write this editorial a number of times, but am having difficulty making it stick.

As many of you already know I lost my Dad in June this year to lung cancer. Both Mum and myself would like to thank everyone who has supported us in this difficult time. It came as a huge shock because we didn't know until March that he was ill as the only symptoms were a painful back.

It was on the strength of this that we bought a new car, opting for the Citroen C3 for its adjustable seats, making it easier for both Mum and Dad to get in and out of it. Mum was (and still is) extremely miffed that the only time they have ever purchased a brand new car and neither one of them were able to drive it. As the appointed driver I can tell you it is lovely to drive, and I can only liken it to a Tardis, as although it is quite a small car it has the illusion of being much bigger, with the extra seat height giving a brilliant view that is difficult to get from my normal viewpoint in Mini. The handling is also quite Mini-like so I am happy.

We have just returned from our second Mini event of the year - The Grand Tour 2004. This year there were 300 minis in convoy, the money raised for Children's Hospice South West currently stands at about £13,500 and I went with my motorbike, so I could help marshal the event. This involved fitting a tow ball to the car, buying a trailer and towing the bike to Devon, while my sister drove Mini down, as Mum is still unable to drive at the moment.

Having never towed anything in my life, I was wondering how difficult it would be. Turns out it's easy - it follows you everywhere!! It was a little disconcerting seeing the frowny face of my bike glaring at me all the way to Devon though!

We are now looking forward to the first birthday of my nephew. It seems amazing to think that this time last year he had yet to make an appearance. He is absolutely gorgeous and has kept us all sane - sort of.

Mum is also looking forward to be able to drive again - although I suppose that means I lose my 'extra' car. Oh well.

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.

Life is a risky business. But some people are happier with risk than others. They are the ones who sail round the world, climb Everest, go deep sea diving and negotiate the supermarket on a Saturday afternoon. They regard themselves as familiar with the risk, understand it, and accept it as part of their life. Some try to minimise risk as far as possible, and go to lengths which I would regard as a little excessive:

"I never step on the cracks in the pavement, it's just TOOOO RISKY!"

I appear to have a foot in both camps, having been a determined pavement-crack-stepper since the age of three, but avoiding the Saturday supermarket run if possible. By the way, Everest is out! I try to reduce most risks in my life without curbing enjoyment too much. So it is with driving ("... about time he said something relevant"). That's why I joined the IAM. That and the social life. So, having reduced the risk to myself and others by driving as well as I can, is there anything else I can do? Driving at seven miles an hour might not endear me to fellow motorists, and not driving at all does seem a little draconian. I know, I could drive on the safest roads. Motorways. Forget the others: too risky (see above). Go everywhere by motorway. Fine, but a bit impractical. I'll have to use the other roads as well. But only the safest ones. Which are they? At this point up pops H M Gubberment, that sage and wise voice on all matters roads and motoring:

"Why, they are the roads with the fewest casualties, of course. According to our statistics, further than which you need not look."

So do these statistics tell you which roads to avoid? Nope. They tell you the roads with the most casualties. Irrespective of the density of traffic or number of users. They don't tell you the risk of YOU being killed or injured on that road each time you go out on it. Surely this is what is important.

In the late 60's (I know I'm older than I look!) I lived near the great big and exciting Romney Marsh, a place not renowned for it's traffic density, even now. A tractor, or even perhaps the odd car, would venture out from time to time. There were, and still are, no fences or barriers between the edge of the road and the water-filled dyke running alongside it on many of the more minor roads. I knew several people who went for an impromptu swim on dark winter's nights, including one (you know who you are, Robin!) in a Cortina Mk 1, reg. no. FOU 961D, which found its way into a sewage treatment works. He sold it shortly after, 'cos potential girlfriends noticed it was a bit whiffy! So the roads were risky for them, but the total number of casualties was low, so few road improvements were and are made.

On a busy main road, you may hear something like:

"Another smash here last night - that's the third killed this year."

So that's a dangerous road, then? No, not with maybe 20,000 cars an hour most of the day.

It would be interesting to see accident statistics published as, for instance "Injuries/deaths per 10,000 people per year" for a given stretch of road, but then I might just ignore my own advice and still go charging about on Romney Marsh!

*Happy motoring!
Nigel*

ANNUAL GENERAL MEETING 2004

NOTICE IS HEREBY GIVEN that the Annual General Meeting of the East Kent Group of Advanced Motorists will be held in the Lounge of the Littlebourne War Memorial Hall, Littlebourne on Thursday, 14th October, 2004 at 8.00 p.m.

By order of the Group Committee
S. E. Redwood, Group Secretary
1st September, 2004

All Members, Associates and Friends are invited to attend but only fully paid up Members of the IAM. and of the Group may make nominations and/or vote. All the current officers, i.e. Chairman, Vice-Chairman, Group Secretary and Treasurer, together with the rest of the Committee members will retire and most are available for re-election, with the exception of the Vice-Chairman and another committee member. Nominations of Full Members are also invited in writing to the Group Secretary for any of these posts and for new Committee members, as follows:

Name:

Position:

Nominated by:

Seconded by: and

Signature of Nominee.

As you will see from the Notice to the left, we are losing two committee members this year: Caroline Hill, our Publicity Officer, has decided to stand down due to pressure of work. Is there anyone out there who could take her job on?

The other is Gary Nichols who has been with us for many years as Chief Observer, Observer Co-ordinator and recently as Deputy Observer Co-ordinator, Associate Co-ordinator and Vice-Chairman. A big thank you for all you have done, Gary.

Now we probably need three people to replace Gary, in particular to help Richard Hazell, our Observer Co-ordinator, whose job has become progressively more onerous, due partly to the now compulsory training of Observers and partly to the Drive-In Centre which is proving very successful.

For my own part, as I have said before, I would be very happy if there was someone who would like to take on my job, or even part of it now, particularly as I have been in post for seven years and often feel that we need fresh blood. At least think about all these positions.

On a lighter note, I suspect we slipped up on the date of the Treasure Hunt, which clashed with the Men's Singles Final, while the dubious weather did not help, but we will do our best to rectify both these next year! I have received a request for another session on the Skid-Pan, so if any of you would like me to arrange this, please let me know.

Sheila Redwood

MINUTES of the Annual General Meeting held in the Lounge of Littlebourne War Memorial Hall, Littlebourne, Kent on Thursday, 9th October, 2003 at 8.00 p.m.

PRESENT - At least 26 as per the Register. As our Chairman, Nigel Cooke was unable to attend due to bereavement, our Deputy Observer Co-ordinator, Gary Nichols acted as Chairman and started by welcoming one visitor, Charles Tassell, Chairman of East Kent Advanced Motorcyclists.

1.**APOLOGIES FOR ABSENCE** - Nigel Cooke, Steve Tarrant, Richard Hazell, Patricia Papa, Chris Ashford of the S.E. Group of Advanced Motorists, John Mills, D.C.M. and Keith Cooper, R.O.

2.**MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 10th OCTOBER 2002** - Proposed by Fred Henniker and seconded by John Redwood, it was resolved that these be approved as a correct record.

3.**MATTERS ARISING FROM THE MINUTES** - There were no matters arising.

4.**ANNUAL REPORT OF THE GROUP CHAIRMAN** - Gary produced a report for which he was duly thanked - see the December 2003 Newsletter. The report was approved, proposed by Paddy Brown, seconded by Barry Bailey.

5.**TREASURER'S REPORT AND ADOPTION OF ACCOUNTS** - These were approved, proposed by Nick Williams, seconded by Carol Stone.

6.**REPORT OF THE OBSERVER CO-ORDINATOR** - As Richard was ill, he was unable to present this - however, hopefully see the December 2003 Newsletter.

7.**ELECTION OF THE GROUP COMMITTEE FOR THE ENSUING YEAR** - Gary presided.

8.The following have signified their willingness to continue to serve as members of the Group Committee for the ensuing year:- Adam Ambrose, Richard Blackford, Nigel Cooke, Richard Hazell, Gary Nichols, Neil Oliver, Sheila Redwood, Carol Stone, Michelle Stone.

b)The following has agreed to join the Group Committee for the ensuing year: Nick Williams.

They were all elected, proposed by Barrie Beeching, seconded by Angela Dawes. However, it was noted that Adam had not yet paid his subscription for the year and therefore could not remain on the committee. It was agreed that this situation would be clarified.

7.**APPOINTMENT OF HONORARY AUDITOR** - Mr. Barry Beeching has signified his willingness to continue as Hon. Auditor for the ensuing year. This was agreed, proposed by Neil Oliver, seconded by Nick Williams.

8.**ANY OTHER BUSINESS** - There was none.

The meeting closed and after a break for refreshments, the Gary introduced the speaker, Sgt. Lester Parsons.

Here are some copies of recent correspondents with head office, was I right with my comments or should I eat humble pie?

Dear Sirs

Whilst out on an observed drive with a teenage associate, Miss Hannah Ludlow, we were discussing ways to encourage other teenage or young people to take up advanced driving.

One of the ideas Hannah suggested is that the IAM. could advertise in the DSA. magazine which is issued to all candidates who pass the DSA. driving test.

I would be interested to receive your comments on this suggestion, so that I may give some feedback to Hannah.

Yours faithfully

Barrie Bailey
Membership No. 270772
East Kent Group 2093

Dear Mr Bailey

I think that the DSA magazine you are referring to is the one which is given to all people who pass the L-Test which is called 'Drive On'.

For at least the last two years the IAM has had a double page editorial spread and a half page advertisement.

Yours sincerely

Anthony Swing
Public Relations Manager

Dear Mr. Swing

Thank you for your prompt feedback.

Hannah feels truly chastised and totally embarrassed.

The sixteen odd hours spent coaching and advising Hannah to enable her to take and pass the advanced driving test, trying to encourage her to get more involved with the IAM, to bring in more young people - all wasted, for the lack of a kind word.

(Incidentally Hannah is the third member of her family who has succeeded in passing the advanced test.)

Once again thank you very much - as a public relations exercise it worked a treat.

Yours sincerely

Barrie Bailey.

I read with interest the article by Richard Hazell.

Paragraph four states that we “cannot have the same expectations of the average driver as we would a professional driver”. Where does one take the step from average to professional? Is it when one passes the DSA standard driving test? Is it when one makes a living by driving? Is it when one takes responsibility for one’s own actions whilst driving?

I will start with those who have just passed the DSA driving test. Those who see it as the beginning and not the “be all and end all” are well on the way to being professional.

Those who make a living from driving? On average, a formula 1 car driver suffers one major crash every 1,000 miles.

Most lorry and van drivers break rules and regulations at will. Taxi drivers – where shall I start? Even the police are not beyond setting some poor examples. I don’t think I’ll mention the armed forces.

This leaves those who take responsibility for their own actions whilst driving, and voluntarily take extra training to improve their standard – in my opinion this shows a professional attitude.

With regard to the pre-drive checks, I have always found it important to put into place some form of check to attune the mind and body into driving a particular vehicle. I think this enables you to drive the vehicle positively, rather than just reacting – for example, it avoids having to adjust the mirrors whilst on the move (a one-car family doesn’t necessarily mean only one driver, and even if it does, mirrors do get knocked out of place). Maybe I make a point of doing these checks because I

frequently drive different types of vehicles, from bicycle to HGV – mind you, I have caught myself trying to fasten a seatbelt whilst sitting on a motorcycle!

With regard to modern cars, they are certainly faster, but safer for whom? Yes, the shape of modern cars means that if you hit a pedestrian they will probably slide over the car, and if you are travelling at less than 30 mph they are unlikely to be killed. However, if we believe the advertisements, ABS enables a car to stop more quickly and more safely, in any conditions – but if you read Roadcraft page 80, it states that on a slippery surface the stopping distance of a car with ABS may increase – is that safer for the pedestrian you are trying to avoid? We have also heard from a Police accident investigator that the safety features in some modern cars hold the occupants so secure that they are injured when their internal organs smash against the inside of their bodies. As for maintenance, the mileage between service intervals is increasing, with 20,000 miles not uncommon - this represents a vehicle check on average once every two years. All this seems to instil a false sense of security. Manufacturers are keen to imply that their vehicles are the safest and most reliable, but BHP output is more prominent than either fuel consumption or tyre characteristics, and I cannot recall ever reading in car brochures or owners’ manuals about stopping distances relative to different tyre sizes or profiles. Modern cars cocoon the occupants in a comfortable, temperature-controlled environment, and remove the best safety aid of all by removing the fear of one’s own vulnerability.

In summing up, I think a vehicle’s best safety aid is its driver – they control its speed, direction and attitude – but there is

no service interval for drivers! Perhaps we should introduce one?

Barrie Bailey

I was reading the Dumfries Group IAM Newsletter and was interested in the second point raised in "Grumble Corner":

"The second matter that concerns me is the recent news of the great number of drivers who do not pay Road Tax and therefore also do not have insurance. I firmly believe that the best way to deal with this is to add a small tax to the fuel we buy at pumps. Business drivers could be compensated for extra large mileages through their income tax returns. There could be an added advantage in this simple to operate scheme in the gaining of some revenue from tourists visiting the UK. I have discussed this idea with other drivers and they also think this is an excellent idea. The Association of British Insurers estimate that one million motorists are driving without any insurance and that this costs the industry £500 million per year. This adds £30 a year to everyone else's premiums.

I know this is a thorny matter to consider but I would dearly love IAM Groups to get behind this basic idea (and for experts to work out the details) and for Groups like ours to lobby our headquarters so that they will begin a national campaign for Government to look seriously into the matter.

*Sandy Greig,
Dumfries Group of Advanced Motorists
Spring 2004"*

I'm not sure if suggestions like this are shared with other IAM regional groups, or indeed at national level, but it seemed a very sensible suggestion to me. Albeit I grudge the petrol prices, I even more greatly grudge the fact that I am subsidising non-road tax payers through my own payment I dues to Caesar!

Christine Ingram



MOTORISTS MUST WAKE UP TO MOTORWAY FATIGUE

Half of Britain's Drivers Risk dozing off at the wheel

Issued: 10 August 2004

More than 50 per cent of Britain's motorists habitually drive for more than two hours on long motorway journeys without taking a break – and half of those, a staggering 25 per cent of all drivers never stop for a break during motorway journeys lasting four hours or longer.

These are the shocking findings of a nationwide survey undertaken by the Institute of Advanced Motorists (IAM) and Auto Express magazine as part of National Motorway Month.

The survey, conducted by NOP World Automotive, also reveals that a third of drivers admit to having driven continuously for four hours or more without a rest, on at least one occasion.

Company car drivers generally continue for longer periods without a break than drivers of privately owned vehicles, while female drivers tend to stop more frequently than their male counterparts.

Motorists who drive cars registered since September last year are more liable to plough on without stopping, as are those who drive a roadster, coupé or convertible. When it comes to age, drivers in the 25-34 age group are the worst offenders.

The results show that many drivers are either unaware of or ignoring official advice from the Department for Transport to take a 15-minute break every two hours on a long journey. The DfT says more than one-fifth of motorway collisions are caused by drivers falling asleep at the wheel and up to one in ten crashes on all of Britain's roads

– around 23,000 a year – are also linked to fatigue.

The IAM's Chief Examiner, Bryan Lunn, commented: "Driver fatigue can easily set in on a long motorway journey, even if the driver begins the journey feeling fresh and alert. The problem can be particularly acute during the summer, when holiday traffic is at its peak and people are eager to reach distant destinations as soon as possible.

"Added to that," Lunn continued, "some medicines such as hay fever tablets may cause or increase drowsiness. Anyone taking such medication should check the precautions that are printed on the pack."



The IAM offers the following tips to reduce the effects of tiredness on a long motorway journey:

- Plan in advance so that you can stop for a 15-minute break every two hours.
- Try to avoid making long trips between midnight and 6am, when natural alertness is low.
- Never start a journey if you are already feeling tired.
- If you start to feel sleepy, find a safe place to stop (not on the hard shoulder), take a short nap and resume your journey 15-20 minutes later. If necessary, drink strong coffee or a high energy drink or take a caffeine tablet before setting off again.
- Don't rely on opening the window or turning up the radio – these will do little to stop you falling asleep at the wheel.

David Johns, editor in chief of Auto Express magazine, said: "The problem of driver fatigue could also be alleviated by providing more rest areas on motorways. Our survey shows that almost two-thirds of drivers would like to see more places where they can pull in and take a break. Everyone deserves the chance to stop without paying service station prices for a coffee. The picnic-style areas that are positioned frequently along French motorways are an ideal example, and we would warmly welcome the introduction of such facilities."

*Issued by the IAM Press Office,
Telephone 020 8996 9600
IAM Website, <http://www.iam.org.uk>*

YOUNG ENTHUSIASTS TO GET NEW DRIVING INITIATIVE

Issued: 26 July 2004

A scheme to encourage young and enthusiastic drivers to "max up" their driving is to be launched next month (2 August) in an unprecedented move to reduce casualties on UK roads caused by needless crashes.

Max Driver is the most ambitious attempt yet to get young car drivers (particularly but not exclusively young males, who feature disproportionately in crash statistics) to improve their road awareness, safety and car control skills. Traditionally, this group of drivers has been the hardest to convince of the benefits of better driving – but the instigators of this scheme believe they have come up with a recipe for success.

The nationwide scheme is a partnership between the IAM and EMAP, publishers of lad mag "Max Power". It's backed by

Honda, Ripspeed at Halfords and Adrian Flux, the insurance brokers.

IAM Chief Executive, Christopher Bullock, said the problem often stemmed from over-estimated ability. A recent Max Power survey saw more than 80 per cent of young men claim that they are "good" or "very good" drivers.

But the same sample sees two thirds of them describing their driving as "fast" and a quarter admitting that they are "aggressive".

The Max Power report, based on 1525 respondents, suggests that key safety messages are being ignored by young drivers and that the perception of their driving ability contrasts starkly with the facts.

That said, 83% of respondents claimed that they would be 'fairly' or 'very' interested if an 'advanced' driving course and/or qualification was made available to them.

Mr Bullock said that the IAM feels that the time is right for an education and training based approach to developing responsible driver attitudes.

"Easier said than done, of course. The reality is that we have to win hearts and minds. This won't be achieved by preaching or just from warnings of dire, but remote, consequences of getting it wrong," he said.

"Enthusiastic drivers need positive and guiding influences on their attitudes and driving behaviours. They are more likely to be persuaded by immediate benefits: they want to keep their licence, afford a better car and, in the case of young males (bearing in mind that three quarters of young women are scared by their

boyfriends' driving) they want to be attractive to the opposite sex."

"They need to experience for themselves the satisfaction of driving with skill, at the right speed at the right time. In short, by participating in Max Driver, young drivers will gain much more enjoyment from driving and they will present less of a risk to themselves and other road users."

Mr Bullock agreed that at first sight the IAM and Max Power partnership might appear a little unlikely but look beneath the surface and the synergies are clear to see.

"Both parties believe that this initiative could herald a fresh approach to casualty reduction among a particularly vulnerable group. If any scheme can put a more mature and responsible 'head' on some young shoulders whilst doing nothing to dampen young drivers' passion for driving, Max Driver can," he said.

Issued by the IAM press office on behalf of Max Driver. Further details from Vince Yearley or John Sootheran, Editor in Chief, Max Power, 07818 074835.

IAM CALL ON DRIVERS TO BE RESPONSIBLE IN SHARING THE ROAD WITH CYCLISTS

Issued: 9 June 2004

Cyclists are vulnerable road users and should always be given the benefit of the doubt by drivers cautioned IAM Council member Steve Norris today on the eve of Bike Week (12-20 June 2004).

Launching a new IAM Fact Sheet, "Sharing the road with cyclists", the former transport minister said that whenever there is an accident involving a car and cyclists, regardless of who is to blame, it is always

the cyclist who will be more vulnerable to serious injury.

"The fact is that there are 2,500 cyclists killed or seriously injured each year and motorists can play a key part in cutting that figure," said Mr Norris.

"Cyclists don't have steel armour around them. Yet time and again you see motorists cutting up cyclists at junctions or passing them within a foot of their elbow," said Mr Norris.

"I know all drivers have tales of how they have seen rogue cyclists, especially in urban areas, using the pavement, road and zebra crossings, seemingly at random. But two wrongs don't make a right and drivers should not over-react, no matter how badly behaved the cyclist happens to be. If you put a 'd' in front of 'anger' – what do you get?"

Mr Norris said that with good weather, many children are venturing out on bikes perhaps for the first time. These younger road users deserve special treatment and motorists should pay particular attention to their safety and allow them even more space.

"Sharing the road with cyclists" is available free of charge from the IAM on 020 8996 9600 or can be downloaded from iam.org.uk.

Why It's Good to be a Man!

- Your belly usually hides your big hips.
- You can "do" your nails with a pocketknife.
- You don't have to shave below your neck.
- You have freedom of choice concerning growing a moustache.
- Car mechanics tell you the truth.
- Wedding plans take care of themselves.
- You can wear a white T-shirt to a water park.
- You don't care if someone doesn't notice your new haircut.
- You never have to drive to another petrol station because this one's just too "icky".
- Wedding Dress £3000; Suit rental £80.
- People never stare at your chest when you're talking to them.
- Your pals can be trusted never to trap you with: "So, notice anything different?"
- One mood; ALL of the time.
- Phone conversations are over in 30 seconds or less.
- A five-day vacation requires only one suitcase.
- You can open all your own jars.
- You can kill your own food.
- You can leave the hotel bed unmade.
- Dry cleaners and hair stylists don't rob you blind.
- You get extra credit for the slightest act of thoughtfulness.
- If someone forgets to invite you to something, he or she can still be your friend.
- Your underwear is £6.95 for a three-pack.
- If you are 34 and single, nobody notices.
- You can quietly enjoy a car ride from the passenger's seat.
- You don't have to clean your house if the maid is coming.
- You can quietly watch a game with a friend for hours without thinking: "He must be mad at me."

- You can drop by to see a friend without having to bring a little gift.
- You are not expected to know the names of more than five colours.
- You don't have to stop and think of which way to turn a nut on a bolt.
- The same hairstyle lasts for years, maybe decades.
- You can do Christmas shopping for 25 relatives, on December 24th, in 45 minutes.

All in all, it's great being a man.

Gary Nichols

A local Building Society is very pleased to announce that they are installing new "Drive Thru" Cash Dispensers.

To enable customers to gain maximum benefit from this new facility they have conducted intensive behavioural studies to come up with the appropriate procedures for their use.

AS FOLLOWS:

Procedures for MALE customers

- Drive up to the cash machine
- Wind down your car window
- Insert your card into machine and enter PIN
- Enter amount of cash required and withdraw
- Retrieve card, cash, and receipt
- Wind up window
- Drive off

Procedures for FEMALE customers

- Drive up to the cash machine
- Reverse the required distance to align car window with cash machine
- Re-start the stalled engine
- Wind down the window

- Find handbag, remove all contents onto passenger seat to find card
- Turn the radio down
- Attempt to insert card into machine
- Open car door to allow easier access to cash machine due to its excessive distance from the car
- Insert card
- Re-insert card the right way up
- Re-enter handbag to find diary with your PIN number written on the inside back page
- Enter PIN
- Press "cancel", and re-enter correct PIN
- Enter amount of cash required
- Check make-up in rear view mirror
- Retrieve cash and receipt
- Empty handbag again, to locate purse and place cash inside
- Place receipt in back of chequebook
- Re-check make-up
- Drive forward 2 metres
- Reverse back to cash machine
- Retrieve card
- Re-empty handbag, locate card holder, and place card into slot provided
- Restart stalled engine and pull off
- Drive for 2 to 3 miles
- Release handbrake.

Elizabeth Cooper

(This obviously does not apply to us...Ed)

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?

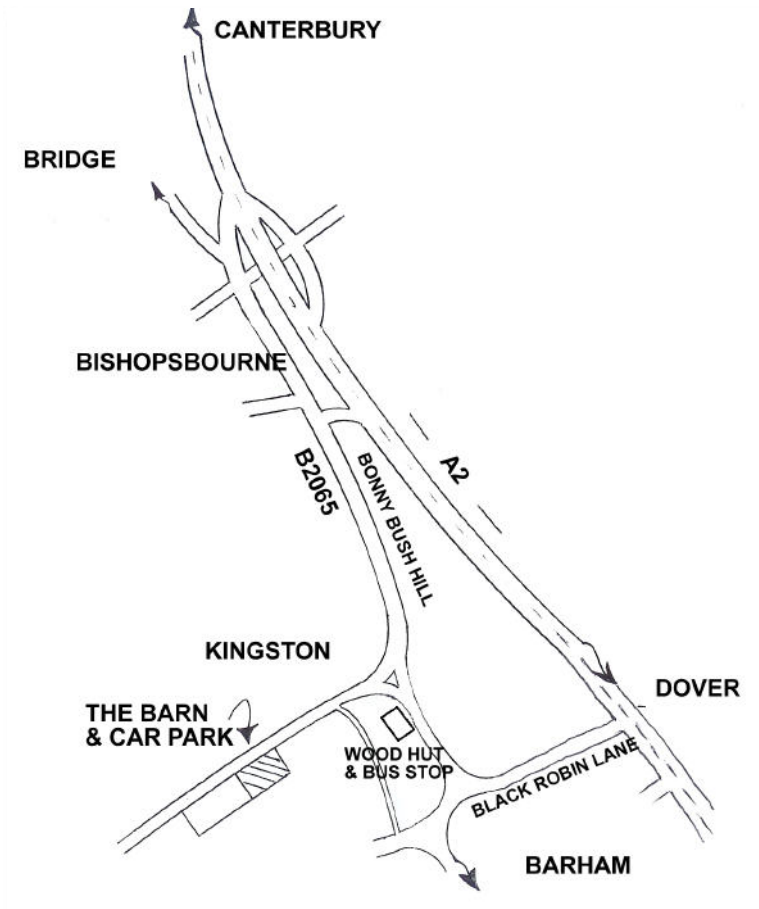
If you contact Mrs Sheila Redwood, 01227 462676, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

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 June 2004

Mr Anthony Lesurf
 Mr Michael Taylor
 Mr Terry Clark
 Mrs Lynda Roberts
 Mr Tony McCord
 Mr Peter Ward
 Miss Naomi Smith
 Mr David Dean
 Mrs Jane Clarke
 Miss Caroline Hodgkinson
 Mr Philip Wallis
 Mr Garry Hope
 Mr Paul Higglesden
 Mr Richard Appleford

New Members

Mr Alan Hollands

Events Data

Littlebourne War Memorial Hall
 - **Second Thursday - 19.30pm**

9 September - Simon Smith of the Kent Fire Brigade in Dover will be coming to talk about Fire Investigation

14 October - AGM, plus guest speaker – Julian Brazier

11 November - Chris Rogers and Rachel Moon of the Kent & Medway Safety Camera Partnership - speed cameras

9 December - Christmas Social

Test Passes

Period:

16.05.04 - 07.08.04

Associate	Date	Observer
Robet Ludlow	16.05.04	Richard Hazell
Sophie Hardy	08.06.04	Gary Nichols
Dinah Frow	09.06.04	Richard Hazell
Alan Guscott	12.06.04	Ted Willey
Nigel Gershon	15.06.04	Richard Blackford
Denis Hickson	26.06.04	Paul Johnson
Robert Maynard	26.06.04	June Thomson
Alison Heath	28.06.04	Martin Male
Anthony Lesurf	01.07.04	June Thomson
Hannah Ludlow	02.07.04	Barrie Bailey/R.Hazell
Alan Hollands	00.06.04	Gary Nichols
Louise Foreman	07.08.04	Domenic de Paolis
Jonathan Cronk	07.08.04	Richard Hazell

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