

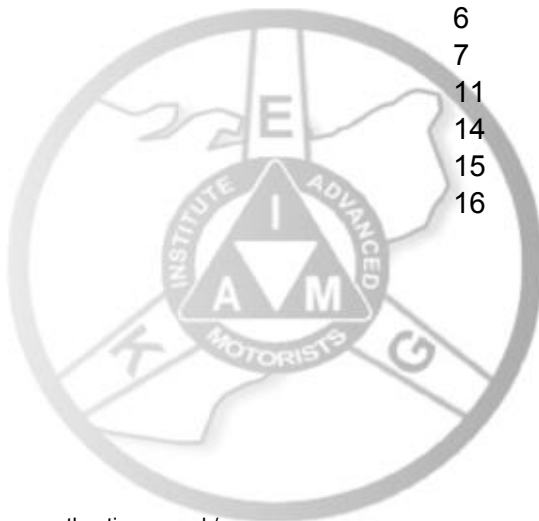
EAST KENT GROUP

Newsletter September 2006



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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'm sitting here on the brink of a holiday as it were. Tomorrow I will be travelling down to Devon, for what is (I think) the forth time this year.

The Legendary Grand Tour awaits - 300 minis, 70+ motorbikes, huge crowds, the Children's Hospice and the largest street collection in the world (probably).

Rather than concentrating on what I am trying to write, my brain has wandered off to a quiet corner of my head to decide what to pack. Now, I don't know about you, but I am very much a last minute packer. While I may arrange general heaps of things, I cannot commit anything to suitcase or bag until that last possible moment, when time has run out. Then, if I have forgotten anything - too bad! If I pack too early I just end up wondering if I put something in, only to have to remove everything and look. My way is much more energy efficient I feel.

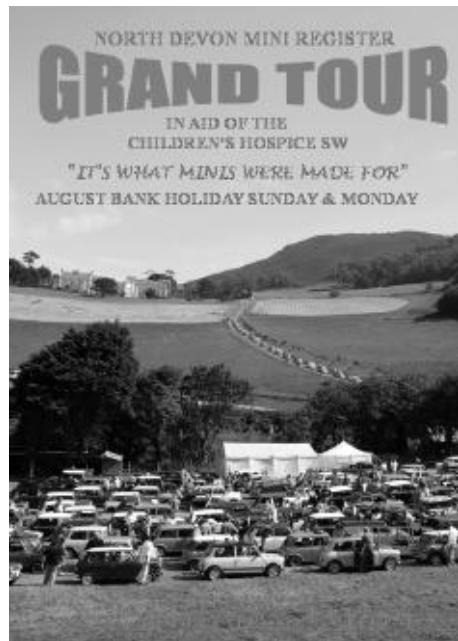
As well, there is always that dilemma of summer clothes or warm clothes? You can never get the balance right between the two, and always end up too hot or freezing in your shorts and the torrential downpour and seasonal august bank holiday gale force winds.

At least my mini is prepared. It recently had random wipers (ie not working), and I was quite convinced that after I spent lots of pennies getting it fixed it would rain no more. Alas, it was not to be it seems.

Now - shorts or thermals?

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



You may have noted that there is an AGM coming up. Fair enough, we have one every year. We get everything sorted, rattle through the formal proceedings fairly quickly, hopefully, and sit back to listen to our distinguished speaker, who this year promises to be very interesting and topical. It would be nice to see a good turnout and an enthusiastic welcome. And to have some pertinent questions. The topic of speed limits on rural roads seems to be a good one, and I have one or two thoughts lined up myself. Do come along and contribute to the evening.

It will be my last meeting as Chairman, and it is with some sadness that I step down. It has been an enjoyable five years (I think!), but the time has come for a new take on the Chairmanship. I hope to remain very much involved with the group, remaining on the Committee. I wish the next Chairman every success. I thank you very much for having me and would like to finish with a small quiz, answers in December's magazine, editor permitting.

Cars and Vans Quiz

The answers all contain the letters "car" or "van" in order, for instance, you could have a quiz question: ASTON MARTIN and the answer might be VANQUISH, or FISH and the answer might be CARP.

Geddit? Off you go:

- 1 TO CONVEY
- 2 LOOK AFTER
- 3 HORSES NEAR
MIDDLESBOROUGH
- 4 COUCH
- 5 DISTRICT OF GLASGOW
- 6 CHURCHMAN
- 7 EXAGGERATED LIKENESS
- 8 ISRAELI TRAITOR
- 9 RUSSIAN MALE
- 10 AROMATIC SEED
- 11 U.S. BOXER
- 12 U.S. GOLD STATUETTE
- 13 EASTERN MEDITERRANEAN
- 14 BROWN EYED GIRL
- 15 OLD WRECK OF A VEHICLE
- 16 VEGETABLE
- 17 REVOLVING PLATE
- 18 STARTLE
- 19 OLD SLOW EUROPEAN DANCE
- 20 PATRICK POET

Happy motoring,

Nigel

ANNUAL GENERAL MEETING 2006

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, 12th October, 2006 at 7.45 p.m.

By order of the Group Committee
S. E. Redwood, Group Secretary
1st September, 2006

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, Group Secretary and Treasurer, together with the rest of the Committee members will retire and are available for re-election. However, as already indicated, neither the Chairman nor the Group Secretary is continuing in his/her current position. Other nominations by Full Members are also invited in writing to the Group Secretary for new Committee members, as follows:

Name:

Position:

Nominated by:

Seconded by: and

Signature of Nominee.

Wanted, a new Group Secretary

Much as I have enjoyed the position, which has given me the chance to meet and talk with, on and off the phone, lots of very interesting people; and to sort out many and varied interesting situations over the last nine years; I have had enough now and will not be continuing after October, when I reach the ripe old age of three score years and ten. The Group needs new blood to take us forward and that means one, or more, of you out there.

I have fulfilled the jobs of Group Contact/ Group Secretary and Group Social/Events Secretary as described in some other groups, which has been fine for me as I was initially only working part-time and more recently have been retired; but these jobs could easily be split as indicated if preferred.

I have prepared a job description and will be more than willing to answer any questions (01227 462676, sheila@eastkentiam.org.uk), but I am definitely stepping down in October, so please consider whether you could take over. I do not propose to disappear altogether and would be willing to continue to serve on the committee if wanted, and also intend to appoint myself official 'Meeter and Greeter'!

Sheila

MINUTES of the Annual General Meeting held in the Lounge of Littlebourne Memorial Hall, Littlebourne, Kent on Thursday 13th October 2005 at 7.45 pm.

PRESENT - At least 25 as per the Register. Our Chairman, Nigel Cooke welcomed Guests, Members and Friends.

- 1 APOLOGIES FOR ABSENCE - Paul Gillett, Sheila and John Redwood.
- 2 MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 14th OCTOBER 2004 - Proposed by Carol Stone, seconded by Fred Henniker. 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 - Nigel gave his report - see the December 2005 Newsletter.
- 5 TREASURER'S REPORT AND ADOPTION OF ACCOUNTS - These were approved, proposed by Nick Williams, seconded by Elizabeth Cooper. Questions from the floor on Associate and Observer Training Expenses and Sundry Expenses.
- 6 REPORT OF THE CHIEF OBSERVER - Richard gave his report - see the December 2005 Newsletter. Elizabeth Cooper gave a report as Associate-Coordinator and Committee Member elect.
- 7 ELECTION OF THE GROUP COMMITTEE FOR THE ENSUING YEAR - The following have signified their willingness to continue to serve as members of the Group Committee for the ensuing year:
Nigel Cooke, Richard Hazell, Neil Oliver, Sheila Redwood, Carol Stone, Michelle Stone, Nick Williams.

The following have signified their willingness to join the Group Committee:
Elizabeth Cooper, Allan Hollands.
They were all elected en bloc, proposed by Gary Nichols, seconded by John Shaw.
- 8 APPOINTMENT OF HONORARY AUDITOR - Mr Barrie Beeching has signified his willingness to continue as Honorary Auditor for the ensuing year. Proposed by Richard Hazell, seconded by Neil Oliver.
- 9 ANY OTHER BUSINESS - There was no other business.

The meeting closed. After a break for refreshments, Nigel introduced our Guest Speaker, Mr Lester Parsons, Examiner for the IAM and Police Traffic Officer

A Timely Reminder?

If you are under 69, don't tow a caravan with a heavy towing vehicle, and don't drive a heavy goods vehicle, then this is probably of not much interest to you. However, if you do any of these things you should read on, particularly if like me you tow a large caravan with a big 4x4. (The latter seems to be a rude word these days.)

Did you know that if the combined gross permitted weight of your car plus caravan, or trailer, is more than 3.5 tonnes you have to have a medical examination by your doctor, when you reach the age of 70? What is more, you have to pay for the examination (£63.00 in my case) and the medical form has to be sent to Swansea. This is the case even if before you were 70 you were entitled to drive this particular vehicular combination. Once you have your new licence you are permitted to drive a combination of 8.25 tonnes, and minibuses with a limited number of seats and not for hire or reward.

The foregoing applies to drivers who passed their driving test before 1st Jan. 1997 and slightly different rules apply for drivers of heavy goods vehicles.

Have you checked your licence lately and the "plated" weights of both your car and caravan/trailer? You can get more information from the DVLA in their leaflet "INF30". The best of luck reading it! Talk about gobbledegook. (That's probably what you think about this article anyway!) No doubt if I have misstated the facts someone will be sure to pick me up on it but I can assure you that I did have to have the medical, I am over 70, my car plus caravan weighs in excess of 3.5 tonnes and I do have a new licence to prove it.

Vic Reynolds

Driving Assessments

At the Drive-In Centre we propose to increase greatly the number of driving assessments.

If it is two or more years since you passed the Advanced Driving Test, perhaps it is time to consider a re-assessment; just the thought of this can concentrate the mind and improve your driving.

These informal assessments, lasting approximately 45 minutes, will normally take place at Kingston. However, alternative arrangements can be made if required.

For further information or to book a specific time please contact the Drive-In Centre organiser on Thanet (01843) 224123.

Alan Hollands

This Department of Transport Initiative has been relaunched, May 2006. Information Release.

Due to the nature of the quality of driving in England the Department of Transport has now devised a new scheme in order to identify poor drivers and give good drivers the opportunity to recognise them whilst driving.

For this reason as from the middle of May 2006 those drivers who are found to be driving badly which includes:

- a Overtaking in dangerous places
- b Hovering within one inch of the car in front
- c Stopping sharply
- d Speeding in residential areas
- e Pulling out without indication

- f Performing U-turns inappropriately in busy high streets
- g Under taking on motorways
- h Taking up more than one lane in multi lane roads.

These drivers will be issued with flags to be white with a red cross, signifying their inability to drive properly. These flags must be clipped to a door of the car and be visible to all other drivers and pedestrians. Those drivers who have shown particularly poor driving skills will have to display a flag on both sides of the car to indicate their greater lack of skill, and general lower intelligence mind set to the general public.

Please circulate this to as many other motorists as you can so that drivers and pedestrians will be aware of the meaning of these flags.

*Department of Transport
Contributed by Christine Greig*

There's A Parking Fine In Store

Supermarkets are charging drivers up to £150 by using the DVLA database.

Supermarkets including Sainsbury, Waitrose, Tesco, Asda and Lidl are using private vehicle information to charge motorists up to £150 for staying too long in car parks. The retail giants are employing security companies to photograph motorists' number plates and send bills to their homes. Threats of legal proceedings follow if they don't pay.

Many motorists believe data such as their home address is confidentially held by the Driver and Vehicle Licensing Agency (DVLA), but in fact it is being sold to security companies for £2.50 per address. Bills are sent to motorists who exceed car

park time limits of typically one or two hours. The charges can be two or three times higher than fines handed out by local authority traffic wardens.

The practice has become widespread because supermarkets perceive clamping as "customer unfriendly". Critics say the move breaches privacy codes. It is increasing in spite of a government review of the DVLA's practice of selling motorists' records to commercial organisations. The review was provoked by a Sunday Times exposé last August of the sale of data. In the year to April 2006 the DVLA granted 1.1m requests for drivers' details from private companies, charging what it describes as a £2.50 "administration fee" per inquiry.

Supermarkets claim they need access to the records so they can prevent unscrupulous drivers abusing free parking or disabled bays, especially in stores close to rail stations, leisure centres or city centres.

But motoring organisations warn of a growing number of largely unregulated private parking enforcement companies winning lucrative contracts to levy "unreasonable" charges on behalf of supermarkets, shopping centres and other private landowners. The charges (private landowners cannot legally impose fines) range from £25 at some Waitrose car parks to £40 at about a third of Asda stores to £70 at many Tesco stores. The highest supermarket charges uncovered were £150 at some branches of Lidl.

Norman Baker, the Liberal Democrat MP for Lewes, has criticised the DVLA and condemned firms such as Creative Car Park Management (CCPM) of Mill Hill, northwest London, which sends out £170

charges to motorists who exceed time limits at the Polegate shopping centre in East Sussex, as well as lower charges to overstayers at some branches of Aldi and Co-op supermarkets. "People willing to give information to the government (the DVLA works on behalf of the Department for Transport) expect it to be used for a very narrow purpose, not sold to other companies for them to make money," says Baker, who claims he has received a string of complaints about CCPM's "preposterous" charges.

"The problem is that there is no regulation governing parking on private land," says Paul Watters of the AA Motoring Trust. "This is a massive growth industry and the DVLA has been guilty of aiding and abetting some fairly spurious practices."

Motorists can easily miss warning signs in sprawling supermarkets and believe there is unlimited free parking. Several supermarket chains - including Tesco - use surveillance cameras to record numberplates. The first drivers know of their error is when the bill comes through the letter box, several days or weeks later.

"There is a big problem with the supermarkets because often their car parks are so big the signs are not always very noticeable," says Watters. "You could enforce time limits with tickets and parking booths but some of the supermarkets appear to prefer to punish drivers."

John Tyler, 43, an auditor from Kent, received two demands for £150 each for staying too long in the Lidl car park in Ashford which it shares with his Fitness First gym. Gym members are allowed to park for three hours and shoppers for one hour. He spent two hours at the gym on consecutive days, not realising that

because he had not registered his licence number with the gym he had been marked down as an overstayer.

Several days later a charge notice arrived from City Enforcement Parking (CEP) of Borehamwood, Hertfordshire, working on behalf of Lidl. Three weeks later a second bill followed. "I am livid," says Tyler. "This was an honest mistake. There was no ticket on my car when I came out of the gym so the first I knew about it was about a week later, by which time I'd already clocked up another fine. There wasn't even a contact number for the company on the ticket so I could speak to someone and argue my case, just an automated payment line."

Fitness First agreed to confirm Tyler had been in the gym during the given period. Tyler wrote to CEP outlining his case but the company refused to withdraw the bills. "The fines are £150 each or £75 if you pay within two weeks, so I don't feel as if I have any choice but to pay up now."

Unlike local authority parking fines, which motorists can challenge through an independent appeals body - the National Parking Adjudication Service (or the Parking and Traffic Appeals Service in London) - motorists' only redress against private parking contractors is through the courts or by complaining to the Office of Fair Trading. Most motorists pay up to avoid the escalating charges or the risk of bailiffs' bills that can push up the final cost to more than £1,000.

The British Parking Association (BPA), which tries to uphold standards in the industry, said access to DVLA records should be limited to a list of "approved contractors". "A mandatory code of practice with a full monitoring and auditing process

would regulate the approved companies,” said Keith Banbury, chief executive. There are 270 private parking companies on the BPA’s books although, as membership is voluntary, the total figure is probably significantly higher. The DVLA claims it regularly gives drivers’ details to 17 commercial parking companies. “This is a new subculture that is emerging,” says Mark Moran, editor of *Parking Review*, a monthly trade magazine. “Every year they (the parking companies) are increasing their income and extending the areas they work in.”

The DVLA said there was a commercial need for private companies to have access to its database. “Unauthorised parking is a widespread problem,” said a spokesman. “If these requests were refused, landlords would argue that the agency was denying them the ability to seek redress.”

Mark Hayden of CEP said the company acted on the instructions of its clients and looked at all appeals. “We want to be in this business in the long term, so it is not in our interests to upset our clients’ customers for the sake of short-term profits.”

Gary Wayne, chief executive of CCPM, which operates 150 car parks and is not a member of the BPA, defended the rights of “reputable” parking companies to pursue drivers. “If the DVLA did not give this information we would have to go back to clamping and towing, which is much more aggressive. We display clear signs telling drivers about time restrictions and drivers are given time to call or write if they want to appeal. The vast majority of people pay within 14 days at the reduced rate of £85. If you compare this with clamping which costs £125 or towing which is £275, it is a much cheaper option.”

The transport department has expressed concern about the “number and breadth” of companies gaining access to DVLA data. Its inquiry report is expected before the end of the year.

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EKAM Treasure Hunt

The East Kent Advanced Motorcyclist invited us to take part in their treasure hunt, and seeing as I am also a member of that group, had already been planning to dig the mini out of its summer hibernation for a blast around the countryside in search of treasure.

However, rather than bright and sunny, the day of the hunt dawned damp and soggy, which rather put paid to my plans to use my mini which had recently developed a new feature which involved the windscreen wipers being on the slightly non-functioning side.

Plan B? Use mum’s Bini. A poor second choice obviously, what with the air con and comfy seats and wotnot. We turned up at the club house and collected our ‘treasure map’. Half of the clues involved working out place names, and hence planning the route in advance, while the remaining clues involved you getting to the correct place and answering the sometimes tricky questions.

We were told that the hunt would end up at the home of Charles Tassell, but that wasn’t an obvious help as we didn’t know where that was, and lets face it, everywhere is a long way from Planet Thanet!

After being taken around the country lanes of the Ashford - Tenterden - Maidstone areas, we did in fact successfully complete the hunt and find the correct destination.

And the result? We somehow managed to win, the treasure being a £30 Hein Gericke voucher, a box of chocolates, (which mum reckoned should be hers as I obviously claimed the voucher - she didn't get them though), the opportunity to write an article for the EKAM newsletter and the dubious honour of setting next year's hunt. As I belong to both groups, it has been suggested that next year's venture should be a joint one between EKG and EKAM, so watch this space for more news!

Michelle Stone

Life without motorways... a game of two halves... plus extra time and possible penalties

14 August 2006

Fans setting off to Premier League fixtures next weekend by road would have to give themselves an extra eleven and a half hours to get there if we did not have motorways, according to the RAC Foundation during National Motorway Month.

They would also be less likely to arrive at all. Motorways are the UK's safest roads. If Britain had no motorways, an extra 600 people would die on the roads - an increase of 20 per cent.

National Motorway Month is a four-week campaign promoting safer motorway driving. The campaign is jointly run by the RAC Foundation, the Institute of Advanced Motorists, the Freight Transport Association and BSM Driving Schools.

The Premiership League Table for fans saving most time by travelling on motorways this weekend shows:

- 1 Blackburn
- 2 Watford
- 3 Spurs
- 4 Middlesbrough
- 5 Fulham and Man City

Blackburn fans travelling to Portsmouth make the biggest time saving by taking motorways rather than other roads (saving 105 mins). Fans from newly promoted Watford are in at second place with savings of 100 minutes. Spurs fans on the way to Bolton cut out just over ninety minutes by sticking to motorways. Boro fans off to newly promoted Reading save ninety minutes plus four minutes added on time. Fulham fans going to Old Trafford and Man City fans visiting Stamford Bridge drew in equal fifth place as both save 74 minutes.

These figures were compiled using www.rac.co.uk routeplanner to work out the time differences between using motorways or not. Many motorists complain about motorways but tend to forget what it was like trying to get around the UK before the motorway network was constructed.

Motorway fact-file

- In England, motorways account for less than 1% of the total road length but carry nearly 20% of traffic. In Scotland, motorways form just 0.7% of the roads but carry 14% of traffic, while in Wales, motorways form only 0.4% of the road network but must carry 12% of traffic.
- In the last ten years there has been a 36.6% increase in motorway traffic, but only an 8% increase in motorway length.
- When the M6 Preston by-pass, the first stretch of motorway, opened in 1958,

there were 7 million vehicles on the road, and only one-third of British households had access to a car. Today there are 32 million vehicles on the road, and two-thirds of British households have access to one or more cars.

- One-third of British motorists agree that motorway congestion is a serious problem in the UK (British Social Attitudes Survey). The Highways Agency estimates that most congestion is caused by volume of traffic (65%), then accidents (25%) and road works (10%).
- The M25 is 118 miles long.
- There are 68 services stations on the network.
- When Norwich City FC was in the Premiership some teams hated travelling there due to the lack of motorway (or even dual carriageway) access.

In a poll for National Motorway Month last year sixty per cent of motorists had a favourite motorway - with the M1 coming out tops. The M1 is essential for soccer trips such as Watford FC to Sheffield Utd. One third of drivers said the M25 is their least favourite motorway to drive on, followed by 15 per cent who cited the M6 as the road they love to hate. These motorways are also the nation's busiest, suggesting that congestion and volume of traffic on motorways are key to deciding the least favoured. However a love-hate relationship exists as some motorways polled in the favourite top ten as well as in the least favourite top ten motorways. *

When asked which of the following factors were most important in deciding which was their favourite motorway, respondents replied:

§ 23 % - lack of traffic/congestion.

§ 14 % - route to visit family/friends.

§ 7 % - route to holiday destination.

§ 5 % - nice scenery.

§ 5 % - best work commute route.

§ 4 % - quiet road surface.

§ 1 % - plenty of service areas.

Edmund King, Executive Director of the RAC Foundation said:

“We tend to forget what life was like without motorways. Remember trying to get from Heathrow to Gatwick without the M25? Blackburn fans driving to Portsmouth would not contemplate the journey without using motorways. Premiership fans will save the equivalent of 7 matches plus two lots of extra time by sticking to motorways on their way to Premiership matches this weekend.

“ Soccer fans and WAGs keen to avoid extra time on their journeys should check out the best motorway routes and travel conditions before setting off.

“Motorists seem to have a love-hate relationship with motorways. They love them for getting to sporting events faster but hate getting caught up in congestion.”

One quarter of motorway drivers “an accident waiting to happen”

30 July 2006

More than a quarter of motorists (26 per cent) are “an accident waiting to happen” because they drive too close to the vehicle in front on motorways, according to a new nationwide survey of 22,105 vehicles released by leading motoring bodies at the start of National Motorway Month (NMM) today [31].

The worst offenders in the survey were on the M4 in Wales, where over 50 per cent of

drivers were too close to the vehicle in front. The next worst were Midlands motorists on the M42, where 39 per cent were too close, and the M9 in Scotland, at 26 per cent.

The best motorway behaviour was found on the M5, where just 1 in 12 drivers were tailgating, followed by the M20 and the M2.

Researchers from the IAM (Institute of Advanced Motorists) surveyed a sample of UK motorways on two successive Wednesdays in June and July, before feeding data to the RAC Foundation for analysis.

The RAC Foundation, IAM (Institute of Advanced Motorists), the Freight Transport Association and BSM Driving Schools jointly promote National Motorway Month (NMM).

Together NMM campaigners have highlighted tailgating as the number one driver error on the UK's motorway network, and are calling on drivers to remember the "two second rule". Highways Agency (HA) research into safe driving found that tailgating contributed 29 per cent of all injury accidents on the network. The Highway Code says that you should allow at least a two second gap between you and the vehicle in front on roads carrying fast traffic. But this latest survey shows that this is alien to many motorway users. If the weather is poor, the 'two second rule' needs to be doubled.

Motorways are the safest roads in the UK but with there are still more than 8,000 drivers killed or seriously injured (KSI) on the network each year. More than 42 per cent of crashes occur within 1 km of a junction.

HA chiefs are of the opinion that tailgating - or "close following" - is a major contributor to crashes and are currently researching the problem with a view to improving safety and tackling poor driver behaviour.

In 2004, National Motorway Month highlighted the success of chevrons in reducing tailgating. NMM campaigners have this week welcomed the news that the Highways Agency is introducing new white chevrons on the M1 between junctions 26 and 27, together with signs to advise drivers to "keep two chevrons apart." This will result in a total of nine network locations with chevrons.

NMM members would also like to see more frequent reminders via the roadside Variable Message Signal (VMS) boards which could also make a difference to driver behaviour.

IAM Chief Examiner Peter Rodger said: "It's obvious that too many drivers simply forget their speed, regardless of the conditions on the motorway or what is in the lane ahead of them. They then follow other vehicles as if they were travelling much more slowly. So they are ignoring the two second rule - designed to help you leave enough space between you and the vehicle in front so you can pull up safely if it suddenly slows down or stops.

"Regardless of what indicators are available on the motorway, every driver should make it standard practice to leave a good gap, adjusting their following distance regularly to take into account weather and traffic conditions," said Mr Rodger, who was an examiner at the Metropolitan Police Driving School before taking up his role as the IAM Chief Examiner earlier this year.

New IAM Website

All the latest IAM Press Releases and news can be found at the newly launched IAM website.

If you haven't been yet it is well worth a look: <http://www.iam.org.uk>

It is only my opinion, but it is far superior to the previous version, with a clear design and layout, and a far more effective navigation which means things are a lot easier to find.



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?

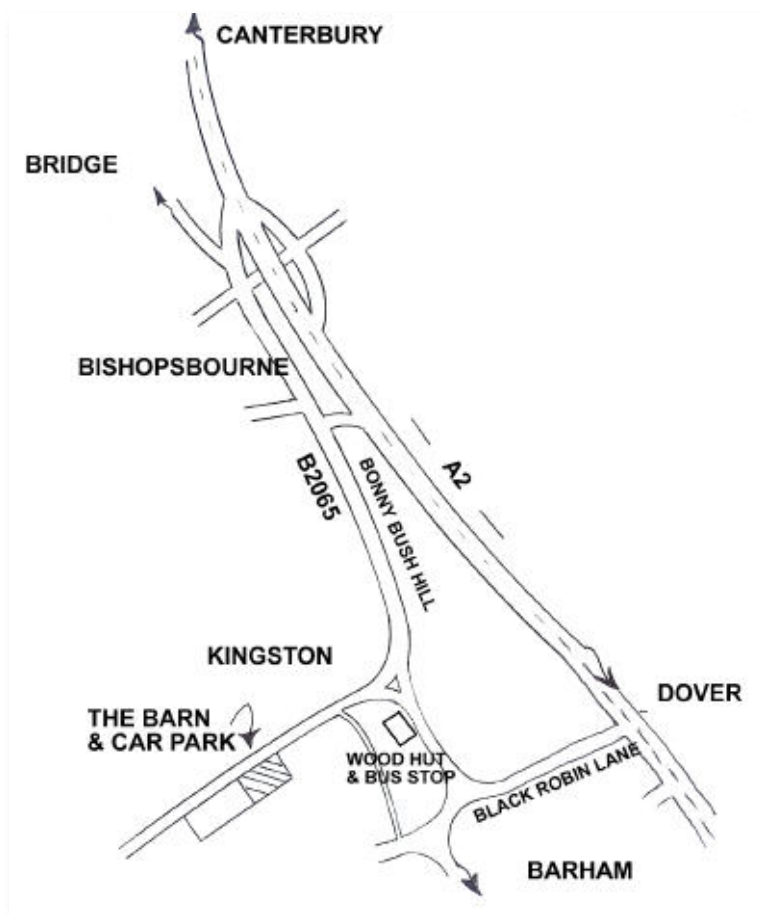
If you contact Mrs Sheila Redwood, 01227 462676, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

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 Deloria Reynolds
 Mr Geoffrey Ashurst
 Mr Tony Baker
 Miss Heather Miller
 Miss Louise Crane
 Mr Steve Birkett
 Mr Peter Glenn
 Mr Geoff Ward
 Mrs Donna Lee
 Mr Laurence Dunderdale
 Dr Jackie Gray

Events Data

Littlebourne War Memorial Hall
 - Second Thursday - 19.30pm

14 Sept - Our two resident Optometrists

12 October - AGM. Dr. Stephen Ladyman, MP, Transport Minister

9 November - Unconfirmed

14 December - Our Christmas social

Test Passes**Period:**

21.05.06 - 06.08.06

Associate	Date	Observer
David Beswick	??.??.??	Martin Male
Malcolm Walters	09.06.06	Ted Willey
David Young	08.07.06	Brian Hodgkins
Vanessa Norley	06.08.06	Nigel Cooke

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

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