

EAST KENT GROUP

Newsletter September 2007

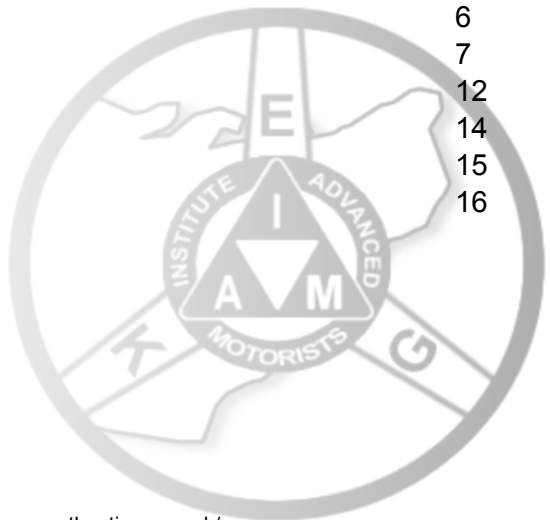
IAM

DRIVING ROAD SAFETY



Contents

Your Committee	2
Editorial 120	3
From the Chair	4
Secretary's Corner	5
AGM Minutes	6
Contributions	7
Press Releases	12
Fun Facts / About Us	14
Drive-In Centre	15
Membership Updates	16



OFFICERS

Sheila Redwood sheila@eastkentiam.org.uk	CHAIRMAN 7, St. Stephens Hill, Canterbury. CT2 7AT	01227 462676
--	---	--------------

Vanessa Norley vanessa@eastkentiam.org.uk	SECRETARY 2 Barn Tye Close, Guston, Dover. CT15 5ND	01304 215168
---	--	--------------

Neil Oliver neil@eastkentiam.org.uk	TREASURER 22, Cornwall Road, Herne Bay. CT6 7SY	01227 369138
---	--	--------------

Carol Stone carol@eastkentiam.org.uk	MEMBERSHIP SECRETARY 5 Millfield Road, Ramsgate. CT12 6QW	01843 585356
--	--	--------------

COMMITTEE MEMBERS

Richard Hazell richard@eastkentiam.org.uk	CHIEF OBSERVER 44, Canterbury Road, Hawkinge. CT18 7BP	01303 893339
---	---	--------------

Alan Hollands	DEPUTY CHIEF OBSERVER 32 Hastings Avenue, Margate. CT9 2SG	01843 224123
----------------------	---	--------------

Jane Clarke jane@eastkentiam.org.uk	DRIVE-IN CO-ORDINATOR 20, Dumpton Park Drive, Ramsgate. CT118AE	01843 594910
---	--	--------------

Elizabeth Cooper elizabeth@eastkentiam.org.uk	ASSOCIATE CO-ORDINATOR 31 Charlton Avenue, Dover. CT16 2LZ	01304 204405
---	---	--------------

Michelle Stone michelle@eastkentiam.org.uk	EDITOR - NEWSLETTER/WEB Flat 5, 13 Paragon, Ramsgate. CT11 9JX	01843 588464
--	---	--------------

Nigel Cooke nigel@eastkentiam.org.uk	COMMITTEE MEMBER 55, Leyburne Road, Dover. CT16 1SL	01304 215891
--	--	--------------

Nick Williams nick@eastkentiam.org.uk	COMMITTEE MEMBER 10, East Stour Way, Ashford. TN24 0SX	077660512330
---	---	--------------

Richard Meadows richardm@eastkentiam.org.uk	PUBLICITY (ex-officio) 32, School Lane, Blean, Canterbury. CT2 9JA	01227 453728
---	---	--------------

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.

It seems to come around all too quickly that I am sitting here staring at a blank page trying to think of something to write. So here goes....

Another AGM is upon us and this year both Sheila and Nick will be standing down from the committee. Sheila has been on the committee longer than I have been a member, (over 10 years I believe), as Group Secretary and most recently Chairman (-woman or -person). She has provided sterling support to the group in these roles and will be missed. Thank you Sheila.

If you feel that you can support your group as a committee member please step up, fill in the nomination form.

Now, here comes the mini bit! We spent August bank holiday once again in Devon. This time for the Legendary Grand Tour. As always fundraising for the Children's Hospice South West, but this year with another goal. We were aiming for a World Record - LARGEST PARADE OF A SINGLE BRAND OF VEHICLE. The previous record stands at 271 minis, going around some race track I think.... Well we took 314 minis on the open road, through the Children's Hospice South West where all the children and their families were waiting for us, waving and cheering, and then carried on for another 40 miles or so.

It is a truly amazing experience. There are people lining the roads for miles, you drive through remote villages to find people sat on a street corner - in their settee no less - cheering and waving you on. Driving through the hospice always brings a lump to your throat and a tear to your eye. Then there are the 300+ minis, 600 odd mini owners - all dressed up (cars and people), 60 or 70 motorbikes, some dressed up,

some collecting money en route. There's the challenge of parking 300 plus minis in a field at Hartland Quay and Lee Abbey. There's the last minute route change back through the Valley of the Rocks, because a van has got stuck and blocked our planned route. There are so many experiences in such a short space of time. You have to see it to believe it.... But to be honest you wouldn't believe it even if you saw it. There's a video on You Tube if you'd like to see for yourself:

http://www.youtube.com/watch?v=Nr_rFwfwek

We're getting the World Record verified, but we believe we did it. Not only that but this year's total currently stands at over £34,650 - and we're not done yet. Having contributed £130,000 for the Messy Play Area at the new hospice near Bristol, we are now going to buy a car for the families in the Hospice to use, and a portable oxygen generator that looks like a shoulder bag, and is light enough for a child to carry around, and give them the freedom to be a child and not be tied to the ball and chain that an oxygen cylinder on a wheeled trolley can be.

Just counting down the days to next year now.....

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

At the end of July John and I spent a second holiday in Norway which is perhaps the most beautiful country I have visited.

The first time, having landed in Bergen, we stayed in Voss and explored various fjords and saw glaciers to the north and south by various modes of transport including bus, minibus, troll train, funicular railway and various boats, including swapping from one boat to another in the middle of one fjord. This time, again having landed in Bergen, we travelled next day by a fast Seacat travelling at 36 knots for nearly 5 hours north through the coastal islands to the entrance of Nordfjord and then by minibus for 1 ½ hours to Loen at the innermost end of Nordfjord. Again we visited various glaciers but the highlight was by minibus via dozens of hairpin bends (I forgot to count) to the high snowfields which are open for summer skiing only, then down dozens more hairpin bends then up again to overlook the Geiranger fjord which is considered the most beautiful of all with many photographs of someone sitting on the overhanging rock, then down dozens more hairpin bends to the fjord itself. In fact the overhanging rock is quite a long way from the fjord and in spite of fencing (not visible in the photos) people do slip and fall to their deaths. There is absolutely no need to go onto the rock for the view which is the same as from a safe vantage point but of course it makes a more spectacular photo. Even John with many years climbing experience would not do this without a harness and ropes.

I would not recommend driving, dodging the on-coming traffic, up and down these dozens of very tight hairpin bends but leaving it to the experienced local minibus drivers. We have been around hairpin bends before, in Italy and Austria, but nowhere near the sheer numbers of them

which of course in Norway start from sea level.

On to group matters. As most of you know, I am standing down from the Chair and the committee in October after a total of ten years, so please think about a new Chairman. The post is not difficult – the committee generally behave themselves - apart from producing these pieces for the magazine and of course the report in October – may need some help for that.....

Thinking back, there have been many changes since I joined the group before 1994. In those days there was no Skill for Life, just the separately paid for training, etc., and then the Test. Later there were huge discussions going on for years throughout the different groups about going over to Skill for Life – whether the cost would put people off rather than encourage greater commitment to taking the Test instead of dropping out. Certainly Skill for Life has made admin. much easier. There was also very little training of Observers – one more or less learnt on the job after passing the Test oneself. I myself started by coming to a few Observers' meetings but unfortunately for various reasons I will not bore you with, dropped out later on. I certainly have great respect for these most important people in our organisation. There was also no Drive-In, a fairly recent successful development. Then there was the all important change of the IAM logo from the pointy one to the current cuddly curvy one. There were no e-mails or websites, so by and large incoming information waited until the next three-monthly committee meeting. Then there was the lovely Fred (Archer), my predecessor as Group Secretary who used to give us little talks on 'Attitude' which caused some amusement although of course, he was absolutely right.

I must confess I am not too happy with some of the changes introduced from HQ last year which in my humble opinion have possibly 'muddied' the waters somewhat. For example the new IAM Associate status which I recall our group unanimously vetoed but was introduced anyway along with later financial changes. It would seem to me that life was much simpler when the date of passing the Test was the all-important one and you then became an Advanced Motorist, a Member of the IAM.

Don't forget, we need a new Chairman.

Sheila Redwood

ANNUAL GENERAL MEETING 2007

NOTICE IS HEREBY GIVEN by order of the Group Committee that the 30th Annual General Meeting of the East Kent Group of Advanced Motorists will be held at 7.45pm on Thursday 11th October 2007 in the Lounge of the Littlebourne War Memorial Hall, Littlebourne to enable the Trustees of the Group (Registered Charity No 1049659) to present their Annual Report and Accounts for the year ended 31st May 2007 for approval by the Group Full Members and to conduct an election.

Secretary: Vanessa Norley
Address: 2 Barn Tye Close, Guston, Dover.
CT15 5ND

All Group Full Members, Associates and Friends are invited to attend but only Group Full Members (ie current Full Members of both the IAM and of the Group) may vote. A member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Group Full Member.

CURRENT OFFICERS

All Officers retire annually and may offer themselves for re-election.

Sheila Redwood, Chairman - Not standing for re-election.

Vanessa Norley, Secretary - Offering to stand for re-election.

Neil Oliver, Treasurer - Offering to stand for re-election.

COMMITTEE MEMBERS

Committee Members retire annually and may offer themselves for re-election.

RETIRING AND STANDING FOR RE-ELECTION

Jane Clark, Nigel Cooke, Elizabeth Cooper, Richard Hazell, Alan Hollands, Carol Stone, Michelle Stone.

RETIRING AND NOT STANDING FOR RE-ELECTION

Nick Williams

Skid Pan

There are still places available for the Skid Pan on 3rd November at a cost of £43.10. If you would like to take advantage of this, please telephone me on 01304 215168 as soon as possible.

Keep up to date!

If you would like to be kept up to date with arrangement for our monthly Social meetings, or indeed receive any information that may be of interest to you, why not send an e-mail to events @ eastkentiam.org.uk. I will add your e-mail address to a list and send you a message with the relevant details.

Vanessa

MINUTES of the Annual General Meeting held in the Lounge of Littlebourne War Memorial Hall, Littlebourne, Kent on Thursday, 12th October, 2006 at 7.45 p.m.

PRESENT - At least 45 although not all signed the Register. Our Chairman, Nigel Cooke welcomed Guests, Members and Friends including our R.Co., Trevor Pembroke and his wife, and Charles Tassell of East Kent Motorcyclists.

1. APOLOGIES FOR ABSENCE – Vanessa Norley, Maureen Curtis of Mid-Kent.

2. MINUTES OF THE ANNUAL GENERAL MEETING HELD ON 13th OCTOBER 2005 - Proposed by Fred Henniker and seconded by Elizabeth Cooper, 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 2006 Newsletter.

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

6. REPORT OF THE OBSERVER CO-ORDINATOR – Richard gave his report – see the December 2006 Newsletter. Elizabeth Cooper, Associate Co-ordinator and Committee Member, also gave a report – see Newsletter.

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, Elizabeth Cooper, Richard Hazell, Alan Hollands, Neil Oliver, Sheila Redwood, Carol Stone, Michelle Stone, Nick Williams.

The following has signified her willingness to join the Group Committee:- Vanessa Norley.

It was agreed to take them en bloc, proposed by John Redwood, seconded by John Shaw and they were duly elected, again proposed by John Redwood, seconded by John Shaw.

8. ELECTION OF OFFICERS OF THE GROUP COMMITTEE –

The following were elected, again en bloc, proposed by Nick Williams, seconded by Richard Hazell:-

Chairman	Sheila Redwood
Group Secretary	Vanessa Norley
Group Treasurer	Neil Oliver

9. APPOINTMENT OF HONORARY AUDITOR - Mr. Barrie Beeching has signified his willingness to continue as Hon. Auditor for the ensuing year. This was agreed, proposed by Fred Henniker, seconded by Elizabeth Cooper.

10. ANY OTHER BUSINESS - There was no other business.

The meeting closed and after the presentation of certificates, etc., and a break for refreshments, Nigel introduced our guest speaker, Dr. Stephen Ladyman, M.P., Minister of State for Transport.

280 Not Out!

No, not a fantasy cricket score but the rated brake horse power of the Subaru Impreza STi. You might recall that I brought and enthused over the 220 bhp Impreza WRX a couple of years ago. Well, this has now moved over to be replaced by its bigger brother, a 280 bhp 2006 STi model in black with gold wheels and a spoiler that would not look amiss on a Sopwith Camel. My nephew thought I'd become a drug dealer...

The later Impreza STi has a 2.5 litre "boxer" engine as opposed to the earlier 2.0 litre unit. For the uninitiated, a boxer engine has the pistons horizontally opposed, so that seem from the front a "cutaway" version would seem a bit like punches being traded; hence Boxer. Well, that the story anyway. Boxer engines have a very a distinctive sound and are used by Subaru as they can be fitted lower in the car to improve handling. Boxer engines have been around a long time – the original Volkswagen Beetle and the Porsche 911 have boxer engines.

It produces 289 lbs ft torque, which means you can use this "turning effort" without having to change down to accelerate quite happily. If you do change down and go heavy on the throttle, the acceleration will push (thrust?) you back into the seat – honest!- and will propel you to 60mph in a tad over five seconds from a standing start. It has a six speed gearbox and a claimed top speed of 157 mph. The clutch is quite heavy and requires a good deal of effort to operate.

The STi has up rated brakes with an advanced ABS system and various other refinements, such as variable control of the (permanent) four wheel drive – you can

change the ratio of the power delivered to the front and rear wheels.

Like the WRX, aside from the air conditioning controls and the CD/radio there are no driver "toys" such as Sat Nav or onboard computers to play with – all the money is spent under the bonnet. The cabin is upholstered in a fetching mid blue and charcoal grey, with black dashboard and trim. The bucket seats are very supportive and the height of the steering wheel is adjustable.

The suspension is very firm; there is no discernable pitch, roll or yaw when driving. It is surprisingly quite inside with road/tyre noise almost overwhelming the engine sound to the extent that, on the first outings, I sometimes found myself checking the rev counter to confirm which gear I was in; the aforementioned torque allowing acceleration not possible in "normal" cars.

The STi is tremendous fun to drive, incredibly responsive, sure footed and just so "right" As docile as any other car with no bad habits or vices, but with jaw dropping acceleration and handling if required. However, I'd be the first to say that this is a driver's car; it's not a great car to ride in as a passenger. We drove the STi across country to the Bluebell Railway in mid Sussex last weekend and I think I heard my wife make more, shall we say uncomplimentary comments on the road surface that day than I've ever heard before! Our red 1993 Volvo Estate (a.k.a. "The London Bus") is far more comfortable for longer journeys over roads with less than optimal surfaces. The Subaru has quite poor lock compared to some front wheel drive cars I've driven; the Volvo has steering lock like a London Taxi. I routinely have the experience of watching someone

attempt to parallel park into a gap with a much smaller front wheel drive car and fail, where the rear wheel drive Volvo will go in easily.

The STi's grip on the road is phenomenal; on the test drive I had the salesman throw the car into bends at seemingly suicidal speeds that had me gripping the sides of the seat, but he obviously knew the cars handling as I'm here to tell the tale. He did comment when I drove that "the gear changing was so smooth; I thought we must be in an automatic; how did you do that?" Only then did I let on that I am an Advanced Driver....

Insurance is Group 20A, for which Admiral charge me £700 fully protected. Performance is like a Saturn V rocket, and so is the Fuel consumption. On a long motorway run I've had 31 mpg, but locally around 25 – 27 mpg and it requires Unleaded Extra!

Why would a seemingly sane person want one of these? I guarantee a test drive will put a smile on the face of even the most sceptical among you; ask Richard Hazell- he drove the WRX and I had to prise the controls from him!

PS I have a driving day booked with ProDrive, the UK company that "officially" enhance(!) the performance of the STi, so I'll let you know how that goes. The "280 Not Out" title for this literary masterpiece refers to the optional extra of another 40 bhp from ProDrive, giving a whopping 320 bhp. Hmmm...

Martin Male

This should be posted in all schools and work places...

Love him or hate him, he sure hits the nail on the head with this! To anyone with kids of any age, here's some advice.

Bill Gates recently gave a speech at a High School about 11 things they did not and will not learn in school. He talks about how feel-good, politically correct teachings created a generation of kids with no concept of reality and how this concept set them up for failure in the real world.

Rule 1: Life is not fair - get used to it!

Rule 2: The world won't care about your self-esteem. The world will expect you to accomplish something BEFORE you feel good about yourself.

Rule 3: You will NOT make \$60,000 a year right out of high school. You won't be a vice-president with a car phone until you earn both.

Rule 4: If you think your teacher is tough, wait till you get a boss.

Rule 5: Flipping burgers is not beneath your dignity. Your Grandparents had a different word for burger flipping: they called it opportunity.

Rule 6: If you mess up, it's not your parents' fault, so don't whine about your mistakes, learn from them.

Rule 7: Before you were born, you," parents weren't as boring as they are now. They got that way from paying your bills, cleaning your clothes and listening to you talk about how cool you thought you were. So before you save the rain forest from the parasites of your parent's generation, try delousing the closet in your own room.

Rule 8: Your school may have done away with winners and losers, but life HAS NOT. In some schools, they have abolished failing grades and they'll give you as MANY TIMES as you want to get the right answer.

This doesn't bear the slightest resemblance to ANYTHING in real life.

Rule 9: Life is not divided into semesters. You don't get summers off and very few employers are interested in helping you FIND YOURSELF. Do that on your own time.

Rule 10: Television is NOT real life. In real life people actually have to leave the coffee shop and go to jobs.

Rule 11: Be nice to nerds. Chances are you'll end up working for one.

Submitted by Jane Clarke

Driving Test

There I was about to start my 327th Driving test as the examiner, but this time it was with a very polite and happy smiling Gurka soldier from Folkestone. I must admit I usually do not have a problem with these gentlemen. They have been taught to an extremely high level to drive military vehicles, they are very enthusiastic, and always sit beside you with a big glowing smile as they truly enjoy driving. But, this test seemed to be different, no smile and very little if nothing from my small talk I had made walking to the car at the start of the test, questions like, "are you married", are you on Duty this weekend" with the answer only "yes Sir " in a nice Nepalese accent.

After I had started to ask the required questions at the start of the test that's when I found out that this particular soldier does not speak as much English as the other Gurkers I have tested. No problem, as long as he understands what I am saying to him and he can react to what I ask him to do, that's fine we should have a good test.

Second But! Still very little conversation with the Examiner and Pupil, OK I thought, its only nerves we all get them on test, that includes me the examiner, I get into a

vehicle not knowing how competent the driver is or any thing about him/her, no one thinks of us poor examiners.

Third But! Back to the story, not only does he not speak English, you guessed, he does not understand English - "Yes Sir" is the limit, too late we are already out on the road heading for the A20 duel carriageway, hang on Cliff this is going to be a tough, nail biting and very nervous test.

(To cut the story short, because my military training has cut in here, if you have to read an article for longer than 10 mins. you lose interest and put the article down before finishing it.)

The test goes extremely well, good manoeuvres, safe and comfortable driving and all done in silence from the student apart from the occasional "Yes Sir" and concluding in only two driving faults and no serious or dangerous faults to record. "Thankyou, I am please to tell you, you have passed". I am able to guess that the gentleman concerned is over the moon or at least over Mount Everest by the way he has reacted to that last comment, he explains to his instructor (I think that's what he has done!) and both burst into a language we are not too familiar with in this country. Feeling glad that test is out of the way, I move on to my next test. You have probably guessed by now, this one also comes from the same province in Nepal, in the same company within the same Regiment and coincidentally has the same instructor! And speaks even less English than the last one, never mind, off we go again.

Cliff East

Extreme LEJOG 2007**Monday 25th**

The weather was not so good and the camping field was very wet and muddy. Today we were going to go down to Land's End from Westward Ho! and back again. First of all though we all headed off to Morrisons in Bideford for breakfast, to sustain us all for the journey. It rained all the way and Mini Jock, being a mini, started to leak! (Our own personal water feature). By the time we got to Land's End the wind was blowing a gale, but we lined up for pictures and as it was our first year with Jock junior (the trailer) we wanted to have an official photo done. Michelle parked Jock up by the signpost and the photographer did her best to take pictures in the wind and rain, perched precariously up a step ladder. The problems started when Michelle started to manoeuvre Jock out; there was a really nasty grinding noise. She went and parked up and we went looking for our own personal very nice man, John, who was our back up driver ferrying a van loaded with tools. Our steering rack had come loose, but it was fixable and was done quite quickly. We headed back to the camp site, with jokes from John that the man on Lundy Island would be charging camping fees, only to find when we got back that in the gales that had been blowing all day our tent not fared too well. We slithered up the campsite to find a very soggy, muddy heap where our tent used to be. Inside was all our bedding, clothing and belongings, now also very soggy and muddy. Clothes, beds, chairs and sleeping bags all very wet, also one of the tent poles had broken. One other tent was as flat and damaged like ours and several other tents were slightly leaning. Our very nice man came to the rescue once again, going to the campsite owners and persuading them to let us have a chalet,

which proved quite cosy as there were eight of us sharing it! It was only for one night though so we coped. We also managed to find a launderette to dry our stuff.

Tuesday 26th

Well at least this morning we didn't have to take the tent down before we left! This was to be our longest day in terms of miles and hours on the road, as we would end the day in the vicinity of Manchester, but with the advantage of a Travel Lodge at the end - meaning proper beds and shower - oh Bliss! We stopped at the new Children's Hospice near Bristol, losing a couple of minis, en route, as the North Devon Mini Register has raised over £130,000 to pay for a messy play area for this hospice. We also made the inevitable stop at Morrisons for breakfast again. It doesn't do to drive hungry!

We entered Wales by way of the old Severn bridge, and had a few very scenic - and wet - detours due to floods and fallen trees, and reached our destination despite Tom Tom's best efforts to guide us wrong. Many of the 11 mini's had Tom Tom. One got so cross it blew a fuse, while we decided they were all ganging up on us to make us go wrong....

Wednesday 27th

We left at 7am heading for... Wait for it... Morrisons in Kendall for breakfast. This is our shortest day - a relief after the epic day yesterday. We have a brief stop at Gretna and then a short hop to Moffat and a really nice campsite all by lunchtime! Fortunately it was dry and sunny which was just as well as our wet, muddy tent had been shoved into the trailer and had been there festering undisturbed since Monday. Now was the time to find out what the full damage was! Luckily apart from the broken pole which

our very nice man had fixed for us, the tent fabric was undamaged, thought it was still very wet! We put it up and the breeze and the sun dried it off, we left our beds and chairs outside to dry. We all relaxed in the sun with a bevy or to before going to the narrowest hotel in the country for a meal. We enjoy it, but I think the staff are very glad to see the back of us!

Thursday 28th

We have a new route today - our mission? To find the First Direct building in Hamilton. Tom Tom got the first 5 cars to a roundabout and announced that we had reached our destination. Clearly we had not! We eventually found the building, arriving with car number 8, to an amazing reception with all the children from the creche in bright orange capes cheering us in. Car number 5 went out looking for the other cars and found 9, while 10 and the backup van eventually found their own way. Car number 6 was the reason we were all here, but of them there was no sign. They eventually rolled in with number 7 in tow. We were all getting hungry, looking forward to our Morrisons breakfast at Dumbarton - still some trek away, only to discover that they had laid on tea, coffee and breakfast rolls for us all! It was fantastic.

Had a slight boo boo getting out of Hamilton, where we got slightly lost - but we got lost all together so that was ok. Made it to breakfast and then settled down to enjoy the best bit of driving in the UK. We throw the map in the back seat and enjoy the ride. We follow the A82 all the way to Inverness, past Loch Lomond, through Glen Coe, which is breathtaking, Fort William, Loch Ness and on to Inverness. Jock did throw another little wobbly on the way, when we went through some roadwork's and managed to get a stone stuck in the front wheel behind the brake

disk! The noise was truly ear splitting! Once again our very nice man came to the rescue, taking the wheel off and hurling abuse at it, but sorting it out in a very efficient manner. All the others had gone on without us, only to reach the campsite and realise that all their tents were in the van! There is a very nice takeaway down the road that delivers so that was the meal sorted.

Friday 29th

We get a lay in today as we don't have to take the tent down or worry too much about directions as there is basically only one road. We did of course stop first for breakfast, I'm sure you can guess where. We also always make a stop at a little place called Lybster; it is a lovely little harbour down a steep hill and a wonderful photo opportunity, but more importantly has public toilets!

After that it is just straight on up to John O'Groats, take our forms into the pub to be stamped and signed to prove we have done it, get photos done, do a bit of shopping, have a little snack and that's basically it - all over for another year. We were pleasantly surprised by the cost of petrol in Wick this year! Normally we try to do Inverness - John O'Groats - Inverness on a single tank of petrol - which is quite tight, because it is so expensive. This year we discovered a Tesco in Wick which meant the petrol was cheap! Mini Jock was greatly relieved! Then its back to the campsite, for another takeaway from down the road.

So far we have raised about £750 for Demelza House and we still have a little more to come in. Thank you again to those that support us.

Carol (& Michelle) Stone

NEW SHOES, NEW UNIFORM ... NEW ROAD DRILL

Around 600,000 children will switch from primary to secondary schools this September – but the challenge facing parents should not be fitting kids for new shoes, but kitting them out for the journey between home and school, says the IAM Motoring Trust.

550 children will lose their lives on the road this year, and a change of school is a major danger point for older age groups. In spite of high-profile reporting of violence among children, those aged between five and 14 are five times more likely to die in a road accident than be killed by criminal assault.

“Many children switching to junior or secondary schools will have begged parents to let them start the new term walking or cycling on their own,” says Neil Greig, director of the IAM Motoring Trust. “Those starting sixth-form colleges may now be using mopeds, motorcycles or cars.

“The change of journey, the distractions of new friends and different after-school clubs all put the lives of children at risk.

“Parents can help children by using the last few days of the summer break to practise the route to school together two or three times, without the interruptions of friends. Help the child identify danger spots and pick safe crossing points before the start of term, and they will be better equipped when term begins.”

To help parents educate their children and establish safer road drill before the start of term the IAM Motoring Trust has published a safety guide which highlights dangers specific to different age groups and advice on how to address them.

The guide can be downloaded free from www.iamtrustchildsafety.org.uk

21 August 2007

*The IAM Motoring Trust
www.iamtrust.org.uk is the research and advocacy arm of the IAM (Institute of Advanced Motorists).*

PARKING PATROLS COULD CURB ROAD TAX AND INSURANCE DODGERS SAYS IAM

Britain's growing army of uninsured drivers - thought to have now have reached the two million mark - could be reduced enormously by encouraging local authority parking patrols to report tax disc violations said the IAM today (10 July 2007).

Responding to the Motor Insurance Bureau report, the IAM Motoring Trust, the policy and campaigning arm of the IAM, said that uninsured drivers are not only a road safety risk, they also penalise the legitimate motorist.

“Uninsured drivers add around £30 to the average motor insurance premium, and encourage a culture in which drivers start to ignore the law. This is particularly true for younger drivers. That cannot be good for road safety,” said IAM Chief Executive Christopher Bullock.

“While the IAM Motoring Trust welcomes the crackdown on uninsured drivers, we want to see much greater integration of enforcement agencies to find and drive the uninsured off the roads. The huge increase in on-street presence by local authority parking attendants and community support officers, together with the MOT agency, VOSA, should be mobilised to find and prosecute drivers of un-taxed and

uninsured cars, and any without a valid MOT test certificate," he said.

"Co-ordination and effort through joined-up enforcement among all the agencies could easily reap rewards in establishing a safer culture and at a minimal cost.

"Nobody likes the idea of getting a parking ticket, but if we felt that attendants were reporting the insurance cheats who have out of date tax discs, they would be doing us all a service."

Gallery

IAM Website

The artistic scribblings of John Redwood on the evening of the Treasure Hunt, which was won by Steve Tarrant and party. Congratulations! And thank you to John Watson for setting the hunt. It was most enjoyable, and we hardly got lost at all!



WHEN I SAID STRAIGHT
ACROSS THE ROUNDABOUT
I DID NOT MEAN STRAIGHT
ACROSS THE ROUNDABOUT.

JR

The longest one-syllable word in the English language is "screeched."

"Dreamt" is the only English word that ends in the letters "mt".

Almonds are members of the peach family.

he dot over the letter 'i' is called a tittle.

Ingrown toenails are hereditary.

The word "set" has more definitions than any other word in the English language.

"Underground" is the only word in the English language that begins and ends with the letters "und."

There are only four words in the English language which end in "-dous" tremendous, horrendous, stupendous, and hazardous.

Los Angeles's full name is "El Pueblo de Nuestra Senora la Reina de los Angeles de Porciuncula" and can be abbreviated to 3.63% of its size, "L.A."

A cat has 32 muscles in each ear.

An ostrich's eye is bigger than its brain.

Tigers have striped skin, not just striped fur.

In most adverts, including newspapers, the time displayed on a watch is 10:10.

Alfred Hitchcock didn't have a belly button. It was eliminated when he was sewn up after surgery.

Telly Savalas and Louis Armstrong died on their birthdays.

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?

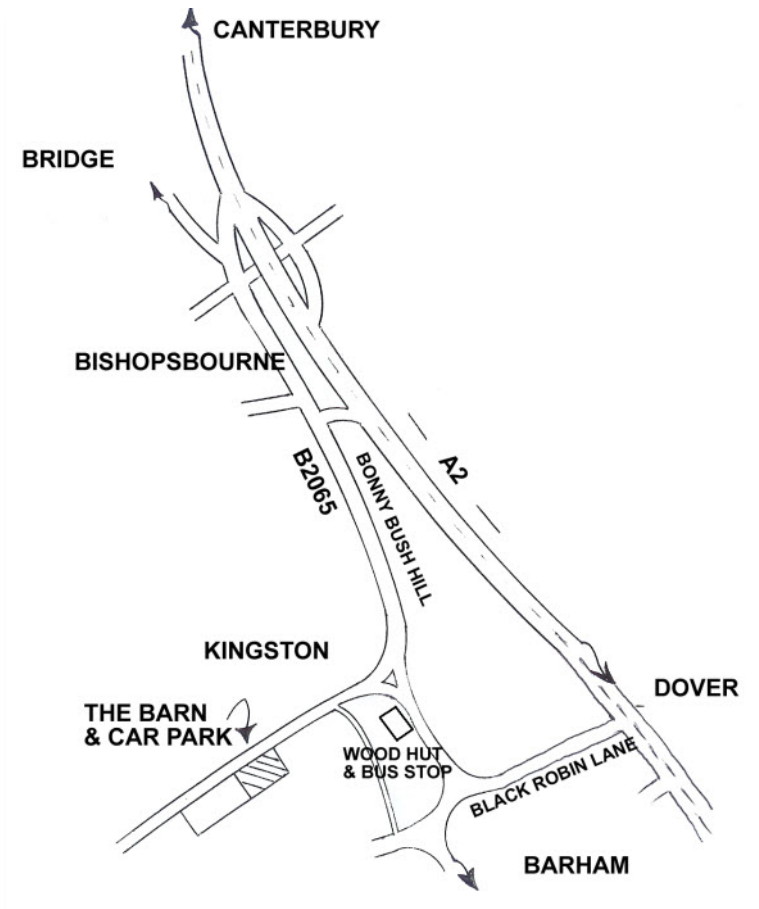
If you contact Mrs Vanessa Norley, 01304 215168, she will be able to give you full details, or visit our website at: <http://www.eastkentiam.org.uk>

The sessions are run the first Sunday of every month, from 10 am – 12 noon.

PLEASE NOTE: There is 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

Simon O'connell
 Christopher Tutthill
 Joe Rumble
 Alan Riley
 Miles Davies
 Cloe Walbrook

Members

Ian Martin

Events Data

Littlebourne War Memorial Hall
 - Second Thursday - 19.30pm

13 September - Ley Liberson - A Life on the Ocean Wave

11 October - AGM with guest speaker Stephen Horton, Speed Awareness Course 'Co-ordinator'

8 November - Group Discussion, based on Government report re Younger drivers (for a copy of the report e-mail vanessa@eastkentiam.org.uk)

13 December - 'Magic as you like it' by Clyde Clayton

10 January - Christine Grange - first female Police Traffic Officer in Kent 1974.

14 February - Quiz Night

Test Passes**Period:**

05.05.07 - 04.06.07

Associate	Date	Observer
Geoffrey Ashurst	05.05.2007	Daniel Scrase
Edward Ludlow	13.05.2007	Richard Meadows
John Hemmons	04.06.2007	Ted Willey

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

Final Copy Date for December Submission - 13 November 2007

Any views contained within this publication are not necessarily the views of the Editor, EKG or the IAM.
 The Editor claims no liability for correctness of information, printing or typesetting errors.