
From the Editor

I spent some time over the winter looking at the newsletters Tricia and I have produced since our first efforts in 2002 and I must say I found them to be of a pleasingly high standard resulting in the award for IAM Newsletter of the Year last year.

Our earlier efforts relied on a few crosswords and stories about road safety initiatives announced by organisations and councils round and about and reviews of the monthly meetings. As we perhaps gained some confidence and enthusiasm for the task in hand, additional material of a more technical nature was included and I wrote a series of articles about the forces acting on a vehicle while driving.

Tricia often wrote about her driving experiences and I included articles about recent developments in technology which I picked up from trade magazines.

All of these things were well punctuated with jokes often sent in by members and readers most of which made me smile - some of which were publishable.

More recently, I notice the content has drifted away from driving issues and although the jokes flow thick and fast and I thank contributors most sincerely for those, I feel the content is

becoming less and less motoring and specifically driving based.

As Tricia and I write many articles ourselves, I know how difficult it is to think of something to write about and if the subject matter is reduced to driving and motoring only, it becomes even more limiting but I think if the group newsletter is to remain read-worthy, it is in serious need of an injection of motoring articles. Tricia and I are drying up after five years.

I know I'm always going on about reader's contributions and their value but could I seriously ask if you could consider writing something to contribute to the publication. Perhaps, as Adam Wilson suggested, a test drive in your next purchase is an ideal opportunity for an article or what about those tyres you just had fitted. Are they any good? Praise for your local garage? That go-faster accessory you just fitted. Did it work or was it just so much chrome?

Re-write in your own words an article you have just read adding your own points of view is an easy way to contribute but do remember plagiarism and copyright are a quick way to go straight to jail. Do not collect £200. Thanks in anticipation.

Alan

If you would like to make a contribution to the Newsletter, the closing date for the next publication is

Friday 8th June.

You can contact me any way you like, post; phone; e-mail; call round or just hand it over at a meeting.

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Peter Stockill, A Tribute

I'm sure you will know that Peter died unexpectedly on 5th. February, at the age of 51.

Peter was a generous man to many organisations & charities. Among the many was our own I.A.M. Group & The Motor Trades Charity, BeN.

When Our Group decided to seek support, for the first time, by having our newsletter cover sponsored,

Peter, immediately and without any hesitation agreed to supply the covers for us.

Whenever we met, Peter would always inquire as to how the Group was doing and insisted that we had to let him know if we required anything.

Peter would willingly loan me a car to carry out any charity work on behalf of BeN.

Many times Graham Harper & I have travelled to the Motor Cycle Show at the N.E.C. in Birmingham to carry out voluntary work on the BeN Stand in a car kindly loaned by Peter. On our return from the N.E.C. Peter would always inquire about the new models at the show, being a motorcycle enthusiast himself.

My son & I applied for entry to run in the 2002 London Marathon & both of us would raise money for BeN and be the first father & son team to run for BeN in a London Marathon. Mike, my son, managed to get a place but I didn't. I'm sure you know that registered charities have places available, at a price and I made an appeal in the Hull Daily Mail for a Motor Dealer to Sponsor me. Yes it was Peter who "put the money up-front" in order for me to run with my son & raise much needed funds for BeN.

Our condolences to his wife Pat, his family & all the Chrysler Team at Priory Park.

Robert H. Thomson, on behalf of the Local IAM Group



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Disclaimer

This newsletter is a forum for Members, Associates and friends of the Kingston Upon Hull and East Riding Group of Advanced Motorists and all are cordially invited to submit articles for inclusion. It should be noted however that a contributor must accept full responsibility and liability for the factual accuracy of any article they submit. Readers should note that an article is likely to reflect the views of the contributor, and its inclusion does not imply endorsement by the IAM, any other individual or organisation unless specifically stated. The editor reserves the right to edit, abridge or reject any submitted contribution.



Observer Training Evening January 2007

The annual observer training night was held at our usual venue, and was attended by almost all the observers, only three unable to attend due to illness or work commitment.

We were delighted to have, as our main speaker, Chris Tatlow – the IAM Staff Examiner for the North of England.

Chris started his presentation by explaining the history behind the appointment of Staff Examiners. His main role is the overseeing of the IAM examiners, particularly to establish uniformity in the examining of associates. His other roles include carrying out the IAM Special Assessments and Senior Observer Tests (S.O.T.). The latter being the subject of his presentation to us.

Our group's requirements, to be eligible to take the S.O.T. are higher than those specified by I.A.M. H.Q. namely to be a Qualified Group Observer plus having successfully guided five associates through the IAM Test. There is no compulsion to take the S.O.T., it being available to those observers who wish to increase their knowledge. Our group has four Senior Observers who have the role of overseeing approximately four observers each. They carry out pre test runs with associates and are available to sort out any problems/queries that may arise.

Chris went through what the S.O.T. consists of and what he is looking for. Basically it consists of a session with the observer taking an associate out on a normal observed drive, with Chris sat in the back of the associate's vehicle, and a second session with Chris assessing the observer while they drive their own car (it should be emphasised Chris is not assessing the driving of the observer, but their ability to



Chris was called upon to present Adam Wilson with his Group Qualified Observer certificate.

explain various aspects of advanced driving). On the first session he is looking how the observer corrects the associate's mistakes and gives feedback. On the second session he is looking at the observers ability to give a demonstration drive, as would take place with an associate, giving a 'demonstration drive' commentary explaining the features of advanced driving, including 'the system'

Although the talk was on the S.O.T., I am sure everyone went away having gained knowledge on general observing.

After a coffee break Angie gave a power point presentation on the paperwork aspect involved with seeing an associate through from joining the group to passing the IAM Test. As H.Q. does occasionally change the procedures involved with associate's paperwork, her presentation helped us to understand the latest procedures and the part we take in helping her see things run smoothly.

After a question and answer session, the evening finished with a short explanation, by Chris, on the IAM's Special Assessment Test.

It interesting how many times Chris mentioned the importance of a commentary' in advanced driving. I sometimes feel perhaps I overemphasise its importance, but after his talk feel I am justified in saying that it is an essential part of the continuing process of improving driving skills.

Ivor Nicholson - Chief Observer.



Room for No More Upstairs, Thank You

Did you know that new European laws, that came into force on 5th. January 2007, make it illegal to transport sheep on the upper decks of trailers ? Wonder if it will appear in the next print of the Highway Code ?

RHT

I understand that stripy boiled sweets are also to be banned by the EU. I suppose the two new laws could be called Baah-Humbug. (Ed.)

What a load of balls!

One very windy afternoon Alan went to Morrisons to get some petrol. As he arrived at the pumps an assistant was chasing around the forecourt trying to rescue a basket of plastic footballs that had escaped. Some had headed for cover underneath the cars as the rest continued to make their way across the mini roundabout heading for freedom! Overall the assistant did a good job and managed to get them all rounded up - except for one which was spotted and the main A164 roundabout a day later!

Tricia

Grumpy Old Men

Just look at this picture. The lollipop lady is standing in Gillshill Road where she has worked for years escorting people, children (and dogs) across the road straight into the school entrance to the left of the picture. She tells me that she went home one Friday evening as usual but when she came back the following Monday, there was the pattern of diagonal yellow lines on the road several yards from where she works. She had neither been consulted nor informed about the work. There is no corresponding pattern on the road behind the lollipop lady.



Had they been put across her crossing point, they may have helped her in escorting people across the road but where they are, they are useless and the motorists ignore them completely. Not surprising really. There is no logic in putting them there.

Geoff Beecroft

Data Protection Act

Members names and addresses are kept on a computer held by the Membership Secretary for the sole purpose of mailing group related correspondence and will not be made available to other organisations or individuals.



Stress, Stress and Yet More Stress

I think most of us would agree that we are all under pressure of some sort whether it be through pressure of work or just day to day living. I think it fair to say that driving falls in the category of causing stress to all of us these days whether it be a long journey which needs planning or a short journey to the shops, encountering many hazards along the way.

Recently I have had two very different journeys – one by getting to and from my destination by my own means. Although the journey was stressful in so much as a number of road works and diversions to negotiate added to the complication of getting to my destination (which I never been to before) and the stress of finding the building when I arrived at my destination, was nothing compared to the journey I was about to encounter when a colleague said that she would drive me to our destination.

I could give you a very detailed account of the whole journey but I was travelling so fast, 120 mph. to be precise, that I seemed to end the journey before it ever started!! The added stress was caused by the driver thinking nothing of lighting up for a cigarette (several times), the only courteous part of this was that the windows were opened whilst the smoke billowed out!! It seemed to fluctuate between cigarette and mobile phone – sometimes actually dialling out a number and speaking to someone or if they were not, what

better way to make sure you got a message to them, yes, you have guessed ... text!! The fun didn't stop there. As the wind blew and the rain lashed down and we went over the Ouse Bridge, the car we were bearing down on, travelling in the middle lane (we always stayed in the third lane) moved over into our lane due to the wind. I jumped as I imagined the potential consequences. I think me jumping caused my driver to react. 'Oops! Did you feel the car move, I think the wind buffeted us then?' 'Yes, I am sure it did.' I jumped because the car in the next lane had also lurched across the carriageway!! Even this didn't deter my driver as we continued at 120 mph!!

I think it goes without saying that this experience was a bout of stress I could really have done without. Quite unnecessary and very illegal on more than one count!!

Tricia

Qualities of a Crossing Patrol Person

If you were asked to describe a crossing patrol person (lollypop lady / man / Martian), I think it fair to say that we would conjure up the following picture?

A rather cuddly lady advancing in years with a rather motherly nature, in white coat, flat shoes, permed hair and if you were lucky, she could have a pocket full of quality sweets. (I think you know the ones I mean.) Well how times have changed. Read on, could this be the new generation of crossing control person.

Young, model-like, trendy hair style and makeup, high heel shoes and a skirt showing the previously well hidden legs! Not sure if she had any quality sweets but she was sure bringing a new breed of quality to our streets!

Tricia

Can't Give Up My Car

Well not for the train at any rate!

I recently went on a train journey. Quite an adventure and a change from driving but how can you possibly be persuaded to cut down the amount of traffic on the roads and go on the train, when the start of the journey means sitting on cold metal seats in the station, then to be boiled alive in the carriage. On changing trains at the connection point, finding I was booked in a carriage that didn't exist! Then there was no space for the luggage so this had to sit on my knee for the remainder of the journey!!

Looks like it is back to the car driving. Things really have to improve before I can expect people to change to travelling by train.

Tricia



Smart Water - An Anti-Theft Deterrent

I suppose many motorcyclists will have heard of and perhaps used microdots. These, I understand, are very small pieces of material onto which is marked a unique code. The dots are introduced to difficult to clean sites on a pinchable object (like a motor bike), which in the event of theft and recovery, can be used to re-unite goods and owner. A discrete but easily recognisable label identifies the property as having been treated and so acts as a deterrent particularly to the professional thief.

Smart Water is a similar product. Able to withstand most cleaning processes, once applied it can be regarded as permanent. The coding works at a molecular level and has been described as a more robust version of DNA fingerprinting.

Since March 2000, all new Honda motorcycles have been treated with Smart Water and a number of insurance companies offer a discount to vehicles treated this way.

The product is endorsed by ACPO CPI (Association of Chief Police Officers Crime Prevention Unit) and Thatcham and has received many awards for innovation and highest levels of security.

Smart Water can be painted on at home from a bottle or can be introduced into a manufacturing process to aid material traceability and can be used to detect forgeries. >>>

The Hard Truth About Drink Driving

The following pictures were forwarded to me by Adam Wilson.

They formed part of a sequence of photographs and captions illustrating the life of a young girl changed forever by the actions of a drink driver.

The young girl was travelling in a car which was hit by another, driven by a young man after having had a few drinks with his mates.

Jacqueline's car caught fire and she burned for 45 seconds.



*Jacqueline Saburido
September 19, 1999*



She was disfigured for ever.

There are no special skills required to do this.

You too can so easily change someone's life.

Alan

>>>The product can also be used in static security situations like a bank when the product is deployed in the form of a harmless water-based spray in the event of a security incident or panic button activation. Individuals coming into contact with the spray and be identified through traces of Smart Water on the skin and in the hair (what about bald thieves!?) for several weeks after the incident and in clothing indefinitely.

Further information can be found on Smart Water's website at <http://www.smartwater.com>.

Tricia



Indeed, Times Have Changed

The East Yorkshire Motor Services Chairman, Peter Ship and Darren Kendrew, responsible for driver training at EYMS, got the new year off to an interesting start as they gave some background to their company and the process of bus driver training to the January group meeting.

Peter, who also chairs the Road Operator's Safety Council, explained how every vehicle in the fleet is safety checked every three weeks and coaches, every one week in addition to the statutory annual 'bus mot' for which he proudly boasts a first time pass rate of 98.2%. (I wish my record was half as good! Ed.) Strict spot checks on EYMS vehicles by VOSA also confirmed the high standard of safety and maintenance achieved by the company as in 2005, only three vehicles required immediate attention, another 12 needed minor corrections and a massive 29 were found faultless. I suspect if the same inspections were carried out on any sample of road-going vehicles, the numbers of faults found would illustrate the high standards EYMS achieve.

With a capital cost in the orders of £164,000 for a double decker bus and £88,000 for a coach, these vehicles have to be on the road carrying fare paying passengers to earn their keep and the fleet of 440 vehicles are manned by 560 drivers and a total EYMS staff of 730.

Driver training takes place in house and Darren explained four instructors prepare new bus drivers for the one and a half hour test on the way to obtaining a public carriage vehicle license.

In common with the DSA test for car drivers, successful candidates need to achieve 30 correct answers from an asked 35 questions in the theory part of the test and also perform satisfactorily during a 55 minute drive.

This year, the candidates will have to obtain 51 correct answers out of an asked 60 and next year 85 out of 100. Additionally the practical will be extended to about 65 minutes and a 'show and tell' lasting 30 minutes will be introduced.



In common with our familiar advanced driving routines, the drivers are tested on their ability to act correctly on signals from other road users and give out suitable indications in a correct and timely manner. The need to make safe progress is also required as well as appropriate and correct use of mirrors, gears and steering.

Procedures for reversing and setting off are checked and general observational skills are examined.

To reach this standard on test is not easy and this results in a 44% pass rate after which the new PCV license holder undergoes additional training with respect to customer care, disability awareness and defensive driving techniques based on RoSPA methods and Roadcraft. Additional legal requirements with respect to driving hours and the use of the tachograph must also be learned.



The safety record for travelling by bus is extremely good and this must, in part, be due to the high standards of driver training required nationally and high levels of vehicle maintenance required by the industry in general and companies like East Yorkshire Motor Services in particular.

The company celebrated its 80th anniversary in October last year. This longevity can only be attributed to the fact that this company must be doing things pretty well in providing a good public transport service while controlling the ever increasing costs of running such a business.

Who knows how public transport will develop in the future but however it does develop, I'm sure Peter and men like him will strive to be there, continuing to provide a safe quality service to the public in this and other areas.

Thanks to Peter and Darren for their time in presenting the group with an interesting and reassuring talk.

Alan

P.s. Does anyone know if the famous pointed EYMS bus for fitting through Beverley Bar was ever modelled by Corgie or the like?

Who's Who in the Group

This page has been removed to protect the privacy
of individual group members.



A few of our driving habits

Happily cruising down the middle lane of a motorway with either indicator flashing, but going nowhere.

Not realising that there is any other setting for your lights than high beam. Indicating to move into a lane that you're already half way in.

Sending sprays of wiper wash right over the top of your car and washing the one behind.

Sharing whatever is on your car stereo with anyone within a mile radius.

Angie

I don't believe it!

I have heard some reasons for buying a car but could not believe my ears when I heard someone saying to a friend that they had got a 4x4 because bigger meant they were less likely to knock people down!! But the strangest thing was the reason given for changing it to a smaller vehicle it had nothing to do with the ability to avoid colliding with people but that they could not park a 4x4 in a parking bay!! They generally straddled 3 parking bays!! I rest my case!!

Tricia

Another Use for Speed Cameras?

A thought entered my mind the other day as I was passing one of the speed cameras on the A1079 doing precisely 60 mph. (I realised some time ago that I treat the speed cameras on the 1079 as a challenge. I know it's childish and certainly not how an advanced driver should behave so please don't tell anyone but I have an overwhelming urge to pass each camera at precisely the legal maximum speed permitted, providing conditions allow.) This thought was provoked by the car following about three metres off my rear end.

Clearly for a speed camera to work, it has to recognise a vehicle is present, establish its speed, then push the button if appropriate as it were to capture the event on film or whatever they use these days. By the time the photo has or hasn't been taken depending on the speed of the vehicle, the camera is waiting for the next encounter.

My thought was that the camera could be used to detect tailgating just by measuring the time from one vehicle detection to the next and comparing that with the vehicles' speed. Too little time and it could be used to snap the tail-gater.

Speaking to most drivers, now the use of excessive speed has been curbed, commonly the next most annoying (and dangerous) practise is tailgating so come on all you influential road safety types, make a name for yourselves and broaden the scope of the generally disliked speed cameras, to tackle this annoying practise. You never know. Descent drivers may actually grow to like them.

I'm sure it would only require some additional software to achieve this new role for our old favourites.

Alan

PS If you would like someone to write the software for you, I have recently or at least will shortly be available for employment and my rates are really quite reasonable! (Well there's no harm in trying, is there?)

Doggies Do

A friend was walking around Cottingham when they noticed a plastic bag which looked as though it had something in it – being Christmas they thought it might contain a Christmas gift. Taking a nonchalant look around, they carefully picked it up under the pretence of bending down to fasten a shoe lace. Yes, there was definitely something in the bag but couldn't bring themselves to look inside. They dropped the bag inside another carrier and left it until they got home. Imagine their surprise when they finally got home and looked in the carrier with great anticipation only to find a bag of doggie doos! There must be a moral somewhere to this story!

Tricia



This Way or That?

I was driving along doing what (a surprisingly large number of) advanced drivers do when unaccompanied - talking to myself, practising commentary when I came to a stop in the traffic.

'I can see the traffic is coming to a stop ahead. Retaining third gear as we come to a halt. Pulling up leaving a sufficiently large gap to see tyres and tarmac.'

The tyres of the car in front, a high performance Clio with 'optional?' wide wheels, looked odd. The tread pattern was different left side to right. Not desirable but I don't think illegal either (any comments?). What was wrong was the tread pattern was broadly in the form of a V and one V was pointing upwards and the other V was pointing downwards.

The tyres were directional in that the tread pattern in the form of a V is designed (I believe) to squeeze the water from a wet road from the centre of the road contact area to the edges of the tyre where the water can escape allowing the rubber to grip the tarmac. The effect of running such a tyre in the opposite direction is to draw water from the edges of the tyre towards the centre where it meets the water being squeezed from the oppo-

site edge of the tyre. The water has nowhere to go so the tyre will aquaplane under much less severe conditions than the one fitted correctly.

The driver would not notice any difference in tyre performance in dry conditions but in heavy rain or driving over a particularly wet surface for any distance, any attempt to corner or brake could cause the driver to lose control of the vehicle.

I would say that a number of people I have spoken to have not been aware of directional tyres and the need to ensure they are fitted in the correct position on the car. The traditional way of evening out tyre wear was to 'swap corners' but with directional tyres this means moving a wheel from the left to right side of the vehicle (or vice-versa) resulting in the incorrect direction of rotation unless the tyre is removed from the rim and re-fitted the other way round.

If you don't know about directional tyres, there is a large arrow moulded into the side wall of all the ones I have seen with the word 'Rotation' marked next to it. The tyre must rotate in that direction when travelling forwards to perform correctly.

I'm sure all tyre fitters will be aware of the fitting requirements and will fit tyres correctly but if you leave a punctured wheel with a repairer, unless he notes which way round to re-fit the tyre on the rim, he has a 50/50 chance of getting it right - or wrong. As the driver of the vehicle, it is your responsibility to ensure the fitness of your vehicle and tyres. Check it!

The same is true if you have taken your car in for any work involving the removal of wheels. My dad had taken his Escort in to the local dealership for a service only to discover the two front tyres had been re-fitted with the left one to the right axle and the right to the left. Same effect. The garage had obviously taken both wheels off at the same time, piled them up while the brake pads or the like were checked, then put them back but wrong way round. So even the 'experts' can and do get it wrong but they don't necessarily have to suffer the consequences.

Alan

Forthcoming Events

16th April and yes, it is the THIRD Monday in the Month because Easter Monday falls on our usual second this year. Mark Jessop will present his Hull City Council Road Safety Annual Update. It's always interesting to listen to Mark speak. He is totally dedicated to his worthy cause.

14th May, back to the second Monday will feature Stephen Mills of Hull City Council (and the IAM), talking about Safety and Health for Drivers, a subject which should concern and interest us all.



Fire Means Fire

What does it take for people to realise that when a fire alarm goes off it goes off for a reason. I could hardly believe it when staying in a hotel recently that when the fire alarm sounded, I made my way to the corridor to follow the fire exit signs. At this point a member of the hotel staff came along to say that it was a false alarm. I stood for a while talking to one of the hotel guests. At this point a woman emerged from the room opposite and asked, 'Was that the fire alarm? Thought it was but wasn't going to rush. So is it a false alarm then?'

How can people not react to a fire alarm but even more so how can they rely on what someone else tells them that there isn't a fire. Do they really think that having made good your own escape, you are going to return to confirm to them that there really is a fire!

The following day people were discussing the alarm and everyone was saying what they were doing before they made their way towards the exits. One lady said, 'Oh, I gathered up what I needed and then off I went. My friend always advised me to look at where the fire exits were situated but I never bother. It seems a waste of time.' She then said, 'Well if I had taken her advice I would have seen that the exit was right next to my door.'

I think it is important to make sure you know where the emergency exits are because you never know when you might need to make your way to them in a difficult situation and you do not get a second chance in a fire.

Within a week of this incident I was shopping in a local supermarket and the alarm went off. I was surprised that the staff didn't know what to do. Asking the customers if they thought they should lock the till and leave?' 'Do you think it is for real?' Well, it must have gone off for a reason so without further ado, I left the store with the checkout assistant. I could not believe that people were still coming into the store and those people in the store could not make up their mind whether to go or stay.

Surely a fire alarm should be heeded at all costs. There is not much point having a trolley full of shopping if you don't survive to push it out of the store. It might be inconvenient to have to leave the shopping or go around the store again to re-select your purchases but rather be safe then sorry.

Please take heed.

Tricia

Beware – No Respect – Dead or Alive

It is very sad to think that some thieves just don't consider the impact their actions. You would think that a cemetery would be a peaceful place for reflection but seemingly some see it as a hunting ground.

I recently saw a poster in a cemetery car park, which drew me to it because I didn't understand the words. What is said was, "Beware - the car you may be attempting to break into might be the one containing Smart Water". I've never heard of Smart Water but a bit of research on the Internet revealed all. (See the article on Smart Water elsewhere in the newsletter.)

Not the sort of poster I expected to see in a cemetery.

Not long after this, a friend told me of a colleague who had just got out of her car and was about to place some flowers on a grave. In the time it took her to go around to the passenger door to get the flowers, a thief had opened the door and taken her bag. She gave chase but to no avail – bag and contents gone forever. There are certainly people around who have no respect for the living or the dead.

Please be aware. Lock those doors or better still put valuables in the boot before going into the cemetery so that any would be thieves do not get the chance to cause more upset to your life. Try to get into the habit of always locking that car, no matter where you are – it seems someone is always watching you!

Tricia



What a Player!

I received an e-mail of thanks from a member to whom I had recently sent photographs of his certificate presentation. He added a paragraph commenting on his experience as he developed his driving skills with his observers. I felt that paragraph echoes the often spoken and rarely written sentiments of most (if not all) of the successful associates I have ever spoken to. Despite being less than happy with his own performance on one particular outing and consequently doubting his own abilities, patience and encouragement from Bill persuaded him to continue to success.

His observer was Angie and he writes: -

She is a great observer and person and I must have really taxed her tolerance level to the full - I think I doubled up on the average number of sessions - needing something like 20 in total!! I thoroughly enjoyed all my observed runs, even though there was one occasion when I was sorely tempted to stop after a really bad run with Bill. I lost all confidence in my abilities. However Angie, as ever, gave me full encouragement, laced with total commitment to her profession and skills, and proved what she said much earlier, which was something like "I've never had anyone fail the test and I'm going to get you through it!" WHAT a player!

Ray Grange

20/20 Vision?

I sometimes wonder just how much consideration people actually give to their eyesight as they drive around in their cars? I am quite staggered to hear some of the stories and excuses that people give for not being able to see when they claim to be in control of a vehicle.

When I first moved to Beverley some 20 odd years ago, one of my neighbours introduced herself complete with the Deidre glasses and said, "If you wave to me and I do not wave back, I am not being ignorant it is just that I can't see too well." O.k. I thought that is fine by me and no offence would be taken if she never waved back! (Meeowww! – Ed.) Remember we are now 20 years on. As I approached her drive in our cul-de-sac, she looked behind her and over her shoulder as she reversed out and completed the manoeuvre – never once looking my way. The look on her face was priceless when she finally saw me. She waved me past to take up the front-runner position. Already stopped to allow her to continue, I politely waved back (could she actually see me I thought?). Eventually she got the message and carried on. Well I thought I would rather her be in front of me than behind as I'm still not sure she can actually see!

I was also surprised to learn that a colleague was explaining that she had an eye condition and could not see very far. More worrying than this was that she is supposed to wear glasses at night to correct her vision but she couldn't be bothered and said she just leaned forward, drove slower and hoped for the best!

A friend's parents were involved in an accident in which the driver of the car following them ran into the back of them – not only that but they then reversed away, re applied first gear and hit the car for a second time. Apparently the car driver thought he had hit a bollard, not a car and thought by reversing and then going forward again he could perhaps make a second attempt and miss the bollard!! As soon as the police arrived at the scene they thought that there was a problem with the driver and asked him to read the number plate of a car within the correct measuring distance for the driver's eye test. The driver could not see the car!! Needless to say the driver was not allowed back into his car!!

It is truly amazing that people will risk driving when their eyesight is so poor. To me it is totally irresponsible and probably just as damning as drunk or drugged drivers.

Tricia

Ways to Maintain A Healthy Level Of Insanity.

- 1 At lunch time, sit in your parked car with sunglasses on and point a hair dryer at passing cars. See if they slow down.
- 2 Page yourself over the intercom. Don't disguise your voice.
- 3 Every time someone asks you to do something, ask if they want fries with that.
- 4 Put your waste bin on your desk and label it "In."
- 5 Put decaf in the coffee machine for three weeks. Once everyone has got over their caffeine addictions, switch to espresso.
- 6 In the memo field of all your checks, write "for smuggling diamonds".
- 7 Finish all your sentences with "In accordance with the prophecy."
- 8 Don't use any punctuation
- 9 As often as possible, skip rather than walk.
- 10 Order a diet water whenever you go out to eat, with a serious face.
- 11 Specify that your drive-through order is "To go."
- 12 Sing along at the opera.
- 13 Go to a poetry recital and ask why the poems don't rhyme?
- 14 Put mosquito netting around your work area and play tropical sounds all day.
- 15 Five days in advance, tell your friends you can't attend their party because you're not in the mood.
- 16 Have your co-workers address you by your wrestling name, Rock Bottom.
- 17 When the money comes out the ATM, scream "I won! I won!"
- 18 When leaving the zoo, start running towards the car park, yelling "Run for your lives! They're loose!!"
- 19 Tell your children over dinner. "Due to the economy, we are going to have to let one of you go."

Graham

Drivers Shamed by Children

Motorists caught speeding outside a school got the chance to avoid a fine and penalty points on their licence if they agreed to a telling off from children. Drivers clocked travelling at more than 30 mph were given a simple choice – accept the fixed penalty or come face to face with a young crash victim. Police set up the speed cameras outside a school in Manchester and stopped people breaking the speed limit.

Tricia

Achievements

For, I think the first time I can remember, all recipients of awards were present to receive their certificates as our Chairman announced three tests passed and a new Group Qualified Observer.

At the November meeting Mike Tomlinson received his Group Qualified Observers certificate. Well done Mike! I think your smile says it all! (Right)



Congratulations for test passes go to Ray Grange who, with perseverance and encouragement from his observer Angie finally paid off.

At the end of the evening, Ray expressed his thanks for Angie's perseverance by presenting her with an engraved pendent.





David Reed received his certificate from Ivor, our President and is photographed with Jim Ramsbottom, his observer. Well done David and thanks to Jim and all the other observers who do a grand job for the group and provide a true service for their associates.



Stephen Mills, who has aspirations to become an observer, made an excellent start as he collected his test certificate from Ivor who was also his observer.

The January meeting saw more certificates being presented to advanced drivers. Chris Garvey is photographed here with his observer, Adam Wilson. Tony Kingswood received his certificate and presents it proudly to the camera alongside Mike, his observer.





Stan Wells is photographed with Ivor, holding his Advanced Driving certificate. Neil was Stan's observer. Congratulations are extended to all the new members mentioned here and thank you for turning up for your certificate presentations. It always seems such a shame to put yourself through the Skill for Life programme and, after a test success, not turn up to be presented with the well deserved certificate.

Perhaps it's the case that people interested in self improvement are, by their very nature, modest, unassuming people. Sincere thanks also to all observers who give so many hours of guidance without reward save the knowledge that they are doing their bit to pass on their skills and knowledge to other interested drivers in the hope British roads remain some of the safest in the world.



February's Awards

Three new members were presented with their Advanced Driving Certificates at the February meeting.

These three also are the last to receive the Advanced Driving Certificate in its traditional large format with the recipient's name handwritten in the appropriate place. The new A4 format is probably a little more convenient to handle and mount but I think has now acquired printed name in a rather more flamboyant font. I personally prefer the smaller format but possibly the loss of a handwritten name is regrettable.

ble. Perhaps that's a bit selfish because the new script is more difficult to read on the photos I take of certificate presentations. It means I have to take clearer pictures so I can get the names right. (Personal note: Steady hand required - cut down on the booze!)

Mark Cleveland is photographed with his observer, Jo Cross, proudly displaying his newly presented (old style) cer-



tificate.

David Deighton-Haywood was guided to success with the assistance of our Chief Observer, Ivor.

And Neil Rushby achieved success in the Advanced Driving Test after some guidance from his observer Bill.

As always, congratulations to you all and thanks to your observers.

Star for a Day, Thanks to Ken!

I am sure some of you will remember that Ken Harbert and two members of his staff came to a Group Meeting a few years ago to demonstrate first aid techniques. I remember that I played one of the car crash casualties complete with a bloody nose. I found the knowledge gained interesting and very valuable and indeed have gone on to complete the four day First Aid at Work training course and the 2 day refresher course to maintain those valuable skills.

The point of this story is that I recently changed jobs and as part of the company policy, was required to attend a one day emergency aid course. Pleasingly, the instructor commented that he was thankful for my knowledge-

able contribution to the course and was glad I had attended as some of my colleagues seemed less able to get to grips with some of the procedures.

I would say that using the techniques shown to me by Ken (I had difficulty putting on a sling), I was able to demonstrate procedures correctly but equally as important, I remembered to instruct someone to call for an ambulance - a point frequently forgotten in a training environment though thankfully not in a real emergency.

Seriously, if you haven't got a basic knowledge of first aid, please consider training - you too could be a star for the day and it is such a satisfying feeling to think that you could actually help someone who may be in dire need of emergency medical assistance..

Tricia

Annual General Meeting 2007

Perhaps it was the lure of a tasty morsel or two or our guests, Bob Rowles and David Stringer, which persuaded more people than I think I have ever seen at one of our AGMs before but thanks to all who attended.

I won't bore you all with the details (actually I didn't take any notes because I was taking photos - well that's my excuse anyway) but in addition to approving last years AGM and the Chairman's report in which the many individuals who have contributed in so many ways to the running of the group were thanked, the Treasurer's report was heard.

The President's address is re-printed later and I think starts to reflect the current, slightly revised views of the IAM and individuals like our guest, David Stringer, who has talked to the group in the past and gave us all food for thought with his rather enlightened opinions.

The election of officers gave us a new Chairman and Secretary and three new additions to the committee.

The President's address.

Frank has covered the very justified thanks, to hopefully all the members, who have contributed to the successful running of the Group during the last year, which I would fully like to endorse.

Can I also add my thanks to Bob and David for joining us tonight. Like ourselves, they are unpaid volunteers and have travelled some way to be with us. Thank you.

Both Frank our present chairman and Darren our present secretary, are not standing for re election this year so the Group's sincere thanks go to them for the many years of loyal service they have given.

Frank has almost a hundred percent record of chairing both the committee meetings and the monthly member's meetings as well as attending the National Conferences and Region 4 meetings. So thank for all your work

for the Group - we are pleased you are staying on as a committee member and hope you enjoy taking a back seat.

Darren has carried out, to a very high standard, the role of secretary - keeping the new associates rolling to our associate coordinator as well as the paper work for the annual returns and for the AGM. The increased time he is on standby, with his daytime job and his voluntary work with the Hornsea Rescue are why he has decided not to stand for the committee. So again thank you for all your work for the Group.

Can I, in my role of Chief Observer, thank all the Observers for the work they carry out. They allow us to continue giving guidance to associates, which is of course, the reason we exist.

As always, I have enjoyed another year as your President but as I have said in previous years, my one disappointment is the small number of people that come forward to improve their driving by preparing and taking the IAM test.

Your committee frequently discuss how we can recruit more associates but have not, as yet, come up with a really successful idea. In this respect we are no different to other groups in the country.

I would like to put forward a few thoughts, which may get members thinking. Being the AGM I am afraid your thoughts will have to wait until a future meeting before they can be expressed.

We all read that the average driver considers they are good and therefore do not need any advanced training and these are going to be hard to recruit. However there are many drivers that do admit they could do with more training but are frightened off by the image of the IAM. Many think we are a group of elite motorists, whose standards they cannot achieve - how wrong they are. The normal IAM test is only the start of the advanced driving ladder and its standard can be reached by almost all.

Currently there are approximately 130,000 members of advanced driving organisations, which is 0.4 percent of the entire driving population. About 10,000 people are expected to take an advanced test, in the U.K. in 2007 which is 0.03 percent of the driving population. Apart from affording members of Advanced Driving organisations the chance to give themselves a pat on the back, these statistics beg the question:- Why so few. Why don't we have 10 percent, which is 3 million advanced drivers on the road?

Do the IAM and the other advanced driving organisations only have themselves to blame, that the skills required to become an advanced driver are perceived, by the majority to be unobtainable? Should we have a more user friendly approach to encourage more to becoming interested in advanced driving?

Perhaps the word 'advanced' is wrong. What we call 'advanced' should in fact be the 'norm' for all drivers. The IAM has moved away from using the police driving manual as the basis for associate guidance, which is a

good thing. Should we consider moving away from examiners only being serving or retired class 1 police drivers? To some drivers the fact that the examiner will be a class 1 police driver can, in itself, put them off from considering preparing for and taking the advanced test. Why can a voluntary civilian guide an associate to prepare for the IAM test but only a police class 1 driver carry out the test?

How can we begin to encourage the masses to take a fresh look at their driving and join our club? We mention possible cheaper insurance, fuel saving and causing less wear and tear on the vehicle via a better driving style, but should we not be putting more emphasis on keeping yourself in one piece for longer?

Placing the emphasis on awareness and hazard anticipation rather than mechanical skills may be one way forward. How much does it really matter if a driver is changing gear with their foot on the brake or if their positioning of the vehicle is not enough to the right on a left hand bend providing the driver is constantly aware of what is happening around them and adjusting their position and speed accordingly.

(I have to admit to wanting associates to show mechanical skills as well as being able to make good safe driving plans — so perhaps we would need guidance if this was to change.)

To summarise should we be openly playing down the elitist perception of advanced driving and emphasizing the safety aspect, and for example, rather than promote possible cheaper insurance, promote having less or making no claims by driving defensibly?

As I said at the beginning the purpose behind this short talk is to get you all thinking and perhaps a discussion on the subject of how to recruit more drivers could be included in a future monthly meeting.

Thank you.



AGM Awards

Several people received well deserved awards for services rendered.

Robert Thomson, our hard working Meetings Coordinator received the Harry Bell Award from Bob Rowles for all his efforts in supporting the group.



Frank Watson, our retiring Chairman received a Group Certificate of Appreciation for his contribution as Chair and observer.



Darren Tooby, our retiring Secretary is to be married shortly so apart from good wishes from the group, a Group Certificate of Appreciation was presented to Darren for his work as Secretary.

Bill Cundill, currently the group's host, has held several positions in the group was honoured with the presentation, by Ivor, of the President's Cup.



Robert's Presentation to Ivor Nicholson

I would like to add just a few words to this, the Awards section of the AGM.

First by congratulating those members who have just received their trophies & certificates, well done to you all. Secondly by informing you about yet another member who has also carried out exemplary work for the Group over the past year, however this member doesn't fall into ANY of the previous Award categories.



This member has performed various tasks throughout the years he's been with the Hull & East Riding Group and to name but a few of those responsibilities he's taken on board over the past years have been, Secretary; Treasurer; Group Shop Salesman; Newsletter Editor; Tea Boy; Chairman; Associate Coordinator; Senior Observer; Chief Observer; Vice President and President. By now you will all know, I'm sure, that I'm speaking about our current President, Ivor, who recently celebrated his 40th year with the IAM.

I first met Ivor towards the end of the 60's when I became a member. The meetings in those days were very ad hoc affairs & the premises we used often had sawdust on the floor. Yes, the Group has come a long way since those far off days thanks to a lot of people. Some of them are in this room to-night and of course including Ivor.

Many times during those early years the Group became almost inactive but if I were to be asked to name just one person who has always put that extra effort in to ensure the Group survived & continued that name would be Ivor Nicholson.

I feel privileged & honoured tonight to present to you Ivor, on the behalf of the Group, a small token of our appreciation for all the voluntary work you have done not only for the Group but for the IAM over the past 40 years.

Robert Thomson, on behalf of the Group



The latest three successful Advanced Driving Certificates out of a total for the year of 39, were awarded to Faisal Shaikh who was guided to success by his observer, Tom Smith. Faisal is also flanked by his senior observer, Geoff Tee. Smiling Beryl Day received her Certificate from Bob Rowles. Her

observer was at the other side of the camera and couldn't make it in time for the photograph. He's damn good - but not that good. Last but certainly not least, Michael Smith proudly holds up his newly presented certificate with his observer, Jim Ramsbottom. Congratulations are extended to all three members on their



achievements and to express Frank's sentiments, this is just the start of a continually developing skill. You now know how you should drive, you can enjoy the rest of your driving life trying to achieve it. Well done to you all and a sincere thanks to you observers for providing such a brilliant service.

Thank You

I would like, through the Newsletter, to thank the committee and members for the superb award I was given at the AGM.

To say this was a surprise is an understatement. When Robert stood up and started to speak I had no idea he was talking about me - in fact initially wondered what was the purpose of his speech!

The IAM has been part of my life for forty years and since retirement, ten years ago, an even larger part. I get considerable satisfaction from the work I do for the Group and hope I can carry on for several more years. (If I'm wanted!!)

I often think of the pleasure the IAM has given me over the years and now have a permanent reminder, which has pride of place on my sideboard. Thank you again.

Ivor Nicholson

I must add to Ivor's comments.

Events such as this rely totally on the memory of individuals present at the time as there are few if any records kept in most charitable groups of who was doing what twenty, thirty or forty years ago. It was Robert Thomson who initiated and followed through with Ivor's well deserved award.

Without his memory and effort, Ivor's anniversary may well have passed without the recognition he truly deserves. Thank you Robert.

Alan

