



LEICESTER GROUP

of Advanced Motorists

**** STOP PRESS****

Wednesday 16th March

***"The Census and All
That!"***

NEWSLETTER
April/May 2011

Leicester Group Of Advanced Motorists

Registered Charity No 1055744

President: Steph Morgan

ACC, Operations



Officers and Committee 2011

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THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE THOSE OF THE CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE GROUP OR THE INSTITUTE OF ADVANCED MOTORISTS (IAM)

EDITOR'S JOTTINGS

Welcome to my second attempt at the newsletter. I hope you will find it enjoyable, interesting and informative; and feel able to take a full part in the Group's life – we are always looking for newsletter items; raffle prizes and, above all, your help and support with events and meetings. Fun items, such as crosswords and quizzes will always be welcome as well, together with letters to the editor – what about telling us your news?

I particularly enjoyed Peter Phillips' article about how he met us. My memory of it was "what do you do with a small baby when you've been asked to help the Police with an event?" The answer was we just turned up, and hoped he assumed we had asked permission for James to come along. We "hid" James in a corner of the publicity trailer, and it was only when James gurgled that Peter even knew he was there! They have been friends ever since, and Peter took James' IAM Test a couple of years ago (James is now 22!).

In this edition, you will find details of our President's Cup, taking place in April, and a new award for the best associate or non-member who takes part in the manoeuvring event on the same day and will even use the same course! This is a totally fun, non-speeding event which just gives you the chance to try someone else's vehicle and see how you get on. Everyone is in the same boat, (or is it car?), – we hope the vehicle will be new to you all.

There is another article from one of our examiners, Peter Phillips, together with a variety of other items submitted by you – the members. We have included our list of important people – the observers – on the back cover, along with our committee on the front inside cover. However, the most important people are you – the membership – without you we would have no group at all.

If you have any questions, or would like to send an item for the newsletter, please get in touch at juliehage44@hotmail.com; or feel free to telephone me on 0116 2848918.

Julie Hage

We often get items which we would like to circulate to the membership between the newsletter publication dates. If you would like to receive these items, would you please email me on juliehage44@hotmail.com This will not replace the newsletter, which will continue to be produced and posted every two months and you can unsubscribe at any time.

FROM THE CHAIRMAN

I think everyone will have noticed the generally poor state of lots of the area's roads, following two winters of pretty severe weather (by British standards!). So, as we go into spring we really need to take a bit of care to look at what's going on under our wheels as well as ahead and all round when we're on the roads. It's very easy to go round a bend, moving a little to improve the view and obtain the best line for the corner – only to find a load of mud and grit where there would normally be sound tarmac. So it could easily be the case that adopting what is normally best (driving) practice might not always be the right thing to do at the moment.

Grit and mud obviously give much less grip than sound and properly-maintained surface materials; so we may need to notice things about the road condition earlier than normal and adjust the driving plan accordingly. Tell-tale signs might be muddy or wet tyre marks on the road on the approaches to a bend, chippings or water being sent flying by the traffic in front, sudden or unexpected braking by that same traffic, and so on. Around town, or on even really major roads like the M1, lots of vehicle movements can easily loosen the surface tarmac, pulling out bits of grit or even large pieces of surface in some places. I've noticed this near the Leicester Forest motorway service area, along Saffron Lane and sections of Braunstone Lane and Lutterworth Road in Aylestone, to give just a few examples; so I thought it might be a good idea to highlight the criteria currently used by when considering whether to repair a hole or not.

At present, Leicester City Council aren't taking action to repair holes until they reach a depth of 5cm in roads and 2.5cm in pavements. They then go into the repairs programme, but are still not necessarily dealt with straight away. Presumably the County's Highways Department and the Highways Agency will be doing the same. I've heard a City spokesperson, when interviewed on the radio, say that holes will be sorted into an organised work programme rather than repaired in the order in which they are reported – so several days could easily pass before there are enough jobs in to make it worthwhile sending out a repair team. I'd encourage everyone to lift the phone and ring up the relevant council or the Highways Agency if there's concern about the current state of particular roads and footpaths. In this way, the message may begin to get through that failing to maintain the roads adequately is – in the long term – going to cost more, as it won't be a simple matter of filling in a few surface holes, but having to dig out and replace the road base as well. Also, authorities do have a duty to cover the cost of damage to both vehicles and people caused by poor maintenance; so make sure you tell

them straight away if you've noticed a hole, or if your car has been damaged as a result of being unable to miss one!

David Hage

MEMBER NEWS

On Tuesday 2nd March, one of our own group members, Senior Observer and Committee Member, Julia Malkin, received her MBE. She was lucky enough to be presented with this by the Queen.



Julia thought she had received an unwelcome tax bill when the letter from the Queen dropped through her letterbox. She said: "My husband Colin brought the brown envelope in and said 'This says On Her Majesty's Service. What have you been doing?'.

"I told him not to be silly and that it was probably a demand for some more tax."When I opened it I could not believe my eyes. It is wonderful. I did not think things like this happened to people like me."

Julia, 43, who has Asperger's Syndrome and teaches people with ADHD and autism how to drive, has been given an MBE for services to people with special needs

WELL DONE JULIA!

Diary Dates

<p>Wednesday 16th March 8.00 pm</p>	<p>Group Night – Speaker Dr John Sutton on “The Census, and All That” From 1801 to the present</p>
<p>Sunday 17th April 10.00 onwards</p>	<p>President’s Cup. County Hall. For details please see page 10.</p>
<p>Wednesday 20th April</p>	<p>Group Night – Speaker Terry Towler, Regional Co-ordinator, talking about “Customer Services and the IAM”</p>
<p>Sunday 15th May 10.30 – 4.30</p>	<p>Publicity Event – Snibston Discovery Park. Please come and support us in promoting the Group and IAM. For details please see page 11. Contact Peter French on 01664 424331</p>
<p>Wednesday 18th May 8.00 pm</p>	<p>Group Night – Speaker Andy Stuart will be talking about “The Life and Times of Bees”</p>
<p>Wednesday 15th June 8.00 pm</p>	<p>Group Night – Details to be notified.</p>
<p>Sunday 17th July</p>	<p>Publicity Event – Beaumanor Hall. Please come and support us in promoting the Group and IAM. For details contact David and Julie Hage 0116 2848918</p>

Observer Nights

<p>Wednesdays - 8th June and 12th October</p>	<p>Observer evenings are held in the conference room off the main reception at Police HQ in Enderby</p>
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Note: Club Nights are normally held in the amenities building, Leicestershire Police HA, Enderby, commencing at 8.00 pm on the third Wednesday of every month (unless otherwise indicated).

The venue is wheelchair accessible. Club nights are open to members of the public, group members and associates. Attendance is free – however, raffle prizes are always welcome!



FEBRUARY MEETING

Caroline Roberts, a Leicestershire Magistrate and Blue Badge Guide, talked about her work spanning 20 years. She started at the Town Hall (City Bench) which was the old Quarter Sessions; and the death sentence used to be passed there (although she was not involved). Leicester Castle (*“not*

the one that looks like a castle on Welford Road”) dealt with offences in the County. By 1992, neither were large enough to cope with the crime level in Leicester and were closed down with a new one being built in Pocklington’s Walk. This houses 10 courts working 5 days Monday to Friday and Saturday mornings for those who offend on a Friday night. She has even had to work on Boxing Day, to cover offences committed on Christmas Eve and Christmas Day (as offenders cannot be kept in custody for more than 48 hours without being given an initial hearing). There are also two youth courts, which are closed to the public. However, anyone can wander in and see the workings of the court if they are interested.

There are 300 magistrates on the Leicester Bench and 3 preside over each court, although the middle one of the three is the one who speaks and is addressed by court. The others are called “wingers” (*sounds like Rugby – Ed*)! Things are very formal, and she is referred to as “Ma’am” as she is representing the Queen. All magistrates are ordinary people and VOLUNTEERS, and have to be available for a minimum of 26 sessions per year, each of half a day; plus there are additional training days. This means that the volunteers tend to be retired, as many companies will only give the maximum 26 sessions (and prefer this to be as 13 full days of 2 sessions each) – anything extra then has to be taken from their annual leave entitlement. Anyone can apply from aged 18 upwards, but all must retire at 70. They are not allowed to preside over any case involving someone they know.

She often gets comments in the street like “Hey, didn’t know you were a Beak” , which can be embarrassing when she is buying the milk or taking the grandchildren to the swimming pool!

Altogether, a very interesting talk and speaker and I hope that we can persuade her to come again, or to give us a tour of Leicester Castle (the “proper” one! (*although I wouldn’t mind a tour of the other building – for those of you who don’t know, this is Leicester Prison!*))

Welcome to the following new Group Associates ...

**Kathleen Hong of Birmingham
Khalid Gill of West Knighton
David Brown of Lutterworth**

**Congratulations to our latest members to pass the
Advanced Driving Test ..**

Andrew Hicks, assisted by Steve Heggs
Kyle Veitch, assisted by Ian Robinson

PICTURES FROM THE AGM



Chairman David Hage receives his "Badge of Office" from President Steph Morgan

Treasurer Deborah Brooksbank receives her "Badge of Office" from President Staff Morgan.

Deborah has been a committee member for over 25 years!



Unfortunately, Alan Griffin (Secretary) was not present for the photograph session – maybe next year !

See our website at www.leicesteradvancedmotorist.net

LEICESTER GROUP AWARDS

We have two main awards for Group Members – the first is the “Frank Gamble Award” (formerly Abbey) which is awarded to the most successful observer.



Frank Gamble was the first husband of Elizabeth Grimsley, who died in November 1989 and between them, Frank and Elizabeth had held a number of offices (if not all of them) on the committee, but Frank became associates secretary in 1984. Not doing things by halves, Frank ably organised both the observers and associates for the next five years. In fact, when he couldn't find an observer for someone, more often than not, Frank would do the job himself, rather than keep a test candidate waiting. One of Frank's associates is our Senior Observer, Peter French.

In recognition of his hard work, the Frank Gamble award is open only to observers; 3 points being awarded for a test pass; and 1 point for every check drive or observer meeting attended.

The other award was, until 2011, called the Bradgate Award. However, in recognition of the 25+ years of service to the Group, it has now been renamed the “Vincent Brooksbank Award” and will continue to be awarded to the group member who, in the view of the committee, has given the most service to the group during the year. Committee positions are ineligible for this award; and points are given for organising a meeting (6 points); writing a newsletter item (*hint!*) (1 point); or attending a meeting/publicity event open to everyone, (1 point).



Then there is the President's Cup (see page 10), which is awarded to the Group Member who collects least penalty points at the annual manoeuvring event, held usually in April. This event has been revamped over the last couple of years, mainly by Peter French and Rob Garner.

FORTHCOMING EVENTS – PRESIDENT’S CUP 2011 - SUNDAY 17TH APRIL

Following the success of last years keenly contested driving challenge, the 2011 Presidents Cup manoeuvring competition will again be held at the County Hall, Glenfield, starting 10am in the rear car park.

The Presidents Cup competition is open to all full members and associates. Participants will be tasked with driving an unknown vehicle around a tightly laid out course whilst making as few mistakes as possible. The winner will be the competitor who has collected the least number of penalty points. i.e. squashed the fewest number of cones!

The organisers are planning to make the course even more demanding than the previous year, but they promise that it will be as enjoyable and it will be great fun to take part. To give you a flavour of what we have in store, we have decided to name this year’s course. *“The Roundabout from Hell!!”*

So don’t be shy. Please put Sunday 17th April in your diary and have a go, as the more people who take part the better.

A separate competition will be held for visitors who will be more than welcome to join in. So bring along your friends and family.

Peter French. Tel: 01664 424331. E.mail pefrench@btconnect.com

If you cannot find us on the day, please telephone 07980 061603, and we will be happy to give you directions.

(The emphasis is on “fun”. There is no timed element to this competition, and we promise not to laugh at you (well not to your face!). Fred Palmer won last year’s competition and I am sure he will vouch that it is a test of your skills and a chance to get together with other members of the group).

County Hall is located on Leicester Road, Glenfield, LE3 8RA.

http://www.leics.gov.uk/index/leicestershire_map/county_hall_directions.htm#car

GROUP PUBLICITY

When I go for appointments such as dentist or doctor, I drop a newsletter (with details of the “Skill for Life”) in the reception area. If you would like an additional newsletter or two or some publicity material to be able to promote the group, please let me know.

Julie Hage



SNIBSTON COALVILLE TRANSPORT FESTIVAL – SUNDAY 15TH MAY

The Leicester Group of Advanced Motorists will be attending this event for the 3rd consecutive year, in an effort to spread the IAM road safety message and encourage as many people as possible to take up a “Skill For Life” package.

Last year the festival attracted over 1,500 visitors, and the organisers tell us that the 2011 event will be bigger and better with displays, Steam Locomotive, Land Train,

Steam Tractor, Auster flyover, Battle of Britain flypast, Fire service display, Caterpillar, Commercial vehicles, Vintage buses, military vehicles and cars etc, as well as the chance to view the museum itself.

So why not come along, and bring the family for a great day out?

If you would like to volunteer to help out with this promotion, then please get in touch with Peter French as we need new faces. You would only have to spend a couple of hours at the Leicester Group stand. The rest of the day is yours to enjoy the festival.

The group committee are always looking for well attended events which we can visit to promote the IAM, and if you have any suggestions as to where we might visit then please get in touch with any committee member?

Peter French. Tel: 01664 424331. E.mail pefrench@btconnect.com

Snibston Discovery Park is located at Ashby Road, Coalville LE67 3LN; telephone 01530 278444; see www.leics.gov.uk/museums/snibston.

SENIOR DRIVING

As a senior citizen was driving down the freeway, his car phone rang. Answering, he heard his wife's voice urgently warning him, 'Herman, I just heard on the news that there's a car going the wrong way on Interstate 77. Please be careful!'

Heck,' said Herman, 'It's not just one car.. It's hundreds of them!'

I can see how easy it could happen!

Jeremy Macafee

AN EXAMINER SPEAKS

Well, it seems I succeeded with the first 'edition' of *An Examiner Speaks* so I'll try another. I hope most of you found my first efforts at journalism entertaining, so here we go again. I have decided on 'The Test' for this edition. It is aimed primarily at Associates but I'm sure the Observers can pick up on one or two points.

The IAM Advanced Driving Test is well documented but I will try to explain it in a friendly way from my own point of view. I will start at the very beginning with my receipt of a test application from IAM HQ.

The test application ~

The information an examiner receives on a typical test application can only be described as 'adequate'. Name, address, contact phone number and vehicle details. Any other information can be gained by -

Contact with candidate ~

Primarily this is when the test appointment is made, but is the time when I speak to the candidate, very often for the first time. I try to make this contact as friendly as possible and ensure the candidate has options about dates and times. I do not believe in telling the candidate when their test will be conducted, it is a mutual agreement. My only stipulation (and it isn't set in stone) is that I conduct tests on a Saturday morning because I am working Monday to Friday. During this initial contact I will arrange the meeting point, date and time with the candidate and confirm the vehicle details. Call me old-fashioned, but it's a good idea to arrive a few minutes early to ensure you have the right place and to calm those nerves a little. I always supply my phone number to the candidate for contact purposes.

The contact eventually leads to –

The meeting ~

If I have never met the candidate, then the only way I have of identifying them is through the vehicle. It is important, therefore, that the test is attended in a vehicle of which I have details. I will introduce myself to the candidate, producing identification if required. Whilst I try to put all candidates at ease, all I ask from you is a good drive! At the meeting I will examine –

Driving licence ~

The current photocard licence comprises two parts, the card that carries the holder's details and photograph and the 'counterpart' that also contains other essential information. The two parts are AS ONE and should always be produced together. No test should be conducted unless both parts are produced to the examiner.

Certificate of Insurance ~

This document is extremely important. Dates should be valid, it should cover the vehicle to be used on test and it must cover the candidate to drive that vehicle. It should clearly specify the uses for which the vehicle is insured.

Test certificate (MOT) ~

If required (vehicle three or more years old), this document should be valid and issued to the vehicle being used for the test.

Failure to produce any of the above documents will usually prevent the test being conducted.

The vehicle ~

The vehicle must be roadworthy and lawful in all respects. Don't forget I spent a long time in the police force and know what to look for - I can spot a defect from 100 yards! As the driver, you are responsible for the legality of the vehicle and also its roadworthiness.

Assuming all is well up to this point, we move on to -

The test ~

Firstly, let me say, there is probably only one person who wants you to succeed more than me, YOU. I will not try to catch you out, trip you up or anything like that. If you are successful (there is no 'pass' or 'fail') it makes my job so much easier.

The format of the test is always basically the same. Whilst I check your documents, I will attempt to put you at ease. Then I will brief you as to what I expect – safety, systematic, progressive etc with no contravention of the law. I will mention observation, anticipation and planning and the manoeuvring exercises but probably the most important thing you need to know is to just follow the road ahead unless I say otherwise, but ask if you are unsure. Commentary is not compulsory but is preferred. Get plenty of practise, don't worry about what I will think if you say something wrong – we've all been there and said the wrong thing. This is a good time if you have any questions to ask me. The last thing I always make a point of saying before we move off is 'Good Luck'. Ninety minutes driving now awaits you. The test basically, is divided into three sections - motorway and trunk roads, country roads and the City. They may come in any order, depending on which of my many basic routes I decide upon the evening prior to the test.

You are now on your own – the ball is in your court - your destiny is in your own hands. Describe it how you like, but you are now on test and the outcome is down to you! I do not generally sit in total silence for the

whole ninety minutes. But by the same token, I will not get into a full blown discussion about the latest war in whatever country. Passing a few comments between us is perfectly acceptable, but remember, you can't afford to be distracted too much.

OK, so we're out on the road, and all you have to do is act naturally and drive as you have been advised. Please don't try to put on an act because invariably you won't keep it up for the duration and I will be able to see through you. IPSGA, POWER and other mnemonics you've used will pale into insignificance as nerves take over.

By now you will probably be a gibbering wreck and just want to curl up and die! You must never let your emotions get the better of you whilst driving, especially on test. Be confident, think positive and GO FOR IT – you can do it.

The manoeuvring exercises can be a bit hit and miss due to not always being able to find the right situations. One person may have a wide road for a turn in the road but another may have a tight space for the parallel park. I aim for consistency but at the end of the day

I never know what may happen during a test, I don't plan hazards – it's too expensive these days! I did once stop to return three pigs running down the road to their field. Horses are a favourite hazard on a Saturday morning and extra traffic in Leicester for football matches can be another useful hazard.

Please remember, the perfect driver has not yet been found, so the odd mistake is acceptable – so long as it is not unlawful, dangerous or repetitive. Examiners can also be slightly imperfect – I admit to giving the odd wrong direction on occasions. I did it once on a HGV test and, believe me, it took a lot of quick thinking to get going back in the right direction. Of course, examiners are looking for mistakes but their own can easily be covered up!

At the end of the test I will tell you whether you are successful or otherwise, straightaway. I won't keep you in suspense while I explain faults etc. Having passed my verdict on the drive I will run through the test giving praise (yes, some are praised) or criticism as necessary. To anyone who has the misfortune to be unsuccessful I would say 'you are a better driver than most – better to have tried and failed than not to have tried at all'. Remember POWER and you'll be OK.

Peter Phillips – your friendly examiner.

EGGS-ACTLY!

Q. What happened to the egg when he was tickled too much?

A. He cracked up.

Q. What sport are the eggs good at?

A. Running

Q. Why couldn't the egg family watch T.V.?

A. Because their cable was scrambled.

Q. Why was the father egg so strict?

A. He was hard-boiled

Q. What's red, pink and blue with yellow all over?

A. An Easter egg rolling down the hill.

Q. Why won't eggs go out at night?

A. They don't want to get "beat up".

Q. Why did the egg go to school?

A. To get "Egg-u-cated".

Q. What day does an egg hate the most?

A. Fry-days

Q. What came first, the chicken or the egg?

A. Neither--the Easter Bunny!

DRIVING LICENCES

Did you know the photograph on your driving licence needs renewing every 10 years? Do you know how to check?

In most circumstances, you'll need to renew the photo on your driving licence before it expires, as the photo's only valid for 10 years. If you're a short period licence holder (over 70 or medical short period) you'll only need to renew your photo when your driving entitlement expires.



If you look under 4b on your driving licence, it will tell you when your licence is due to expire. You should get a reminder from the DVLA shortly before the expiry date. A new photographic driving licence costs £20. Check yours today!

DVLA SCAM WARNING

Watch out for emails claiming to be from DVLA asking you to verify your driving licence details via an online link – it's a scam. The email appears to be an attempt to trick drivers into providing personal details. If you get the email below, do not respond to it and delete it immediately.

Subject: Update Your License Details

We are currently upgrading our database and all drivers are required to update and verify there driver's license details. To complete your license verification with us, you are required to fill out the form in the link below. (link)

Drivers that refuses to upgrade his or her details within two weeks of receiving this verification email will lose his or her driver's License and will have to take a fresh driving test.

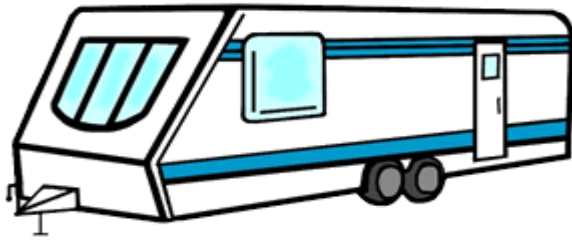
We sincerely apologise for any inconviniences this might have caused you. Thank you for your co-operation.

Driver and Vehicle Licensing Agency Swansea SA6 7JL

Editor's note: It just shows that any email with grammatical or spelling errors is likely to be a scam. How many mistakes can you find? Answers to the editor, by 15th May and I might even award a prize!

Item originally submitted by Julia Malkin

SUMMER IS A-COMING!



I am one of a dreaded breed in society - not 'wo-man'; but "caravanner". People either love us, or hate us, especially if I'm in front of you on a single-track road. A so-called friend calls it a "shed on wheels"

But there is another side of the story, and that involves the rules and regulations of towing that make us such hated people. As Easter arrives, and the caravanning season starts to roll, it seems a good time to remind everyone of some of these things. As advanced motorists, I am sure that you are all sympathetic to the problems of caravans but if you have not towed you may not have any insight to our point of view! I hope I am not 'preaching to the converted!'

We do not hold up the traffic by deliberately "going slowly". On motorways and national speed limit roads, our limit is 10 mph below yours. We therefore can only do 60 on motorways, and 50 in national speed limits. Luckily someone had the sense not to take 10 mph away from us in 40 or 30 mph areas, otherwise we really would be a hated minority. Similarly, we are not allowed in the outside lane of the motorway (a good thing) but this causes great problems when you have two solid lines of lorries in front of you and no possible way of overtaking.

Parking can be a problem, especially on motorway service areas. I prefer to be "a lorry" as they drive into the parking spaces forwards; but on some service areas we are counted as a "bus". I nearly died when I had to reverse my car with caravan (33') into a bus space with bus drivers watching me. Never again" - I said! I will add that I drive a Micra in real life, so there is a bit of a difference parking my little baby to such a large unit, especially in reverse!

Finally, I will state what I believe to be the obvious. My vehicle is quite large, and I am required to use extending mirrors. This means I can only see you behind me if you stick out slightly at the side of my vehicle, or hold back a little. As a number of window stickers in lorries say "if you can't see my mirrors, how can I see you?"

Here endeth the caravanning lesson! Have a safe summer; and be nice to us caravanners! You never know, you might end up with the caravan to park for the President's Cup! (Joke, honest!).

Julie Hage

DAILY/WEEKLY CHECKS

A reminder of the value of the daily/weekly checks for vehicle and driver safety.

Petrol/Diesel – is there enough fuel in the tank to complete the journey?

Oil – Check the engine oil level and hydraulic fluid levels as recommended in the vehicle handbook.

Water – Check the level of the engine coolant and windscreen washer fluid as recommended.

Damage/defects – make a quick visual check for damage or defects apparent since you left the vehicle.

Electrics – Check the operation of ALL the lights as recommended in the vehicle handbook.

Rubber – make a daily visual check to ensure the tyres are inflated, there is no apparent damage, and the wear bars are not evident. Remember to check the tyre pressures when they are cold.

You – how do you feel. Are you fit to drive? Have you taken any medicine that might make you drowsy? Are you stressed or angry?

REMEMBER POWDER!

COCKPIT DRILL

A cockpit drill is not a requirement of the test and will not be asked for by the Examiner. However, it could be thought of as “essential checks” before driving away or after changing drivers; and most of the following will probably be covered automatically. There is no set order or content.

Handbrake – is it applied?

Gear – neutral or whatever gear the car must be in to start.

Seat/head restraints/steering wheel/mirrors – ensure all correctly adjusted.

Doors – ensure all are closed – use exterior mirrors to assist.

Seat belt on (and passenger seat belts if appropriate).

Ignition – check the gauges and warning lights.

Static footbrake test – ensure pedal pressure.

Depress the clutch, keep the footbrake pressed and gently pull the steering wheel with the left hand to ensure the release of the steering lock mechanism.

Start the engine – you should feel the footbrake and steering servos operating.

Once the engine has started release the foot pedals and steering wheels.

Adjust the exterior mirrors if necessary (most vehicles need power to do this)

Set-in car needs – ventilation, lights, wipers etc.

All round check before moving off.

WHAT DO YOU KNOW ABOUT THE IAM?

Test yourself on these questions, (answers on back page)

1. How much does the “Skill for Life” course cost?
a) £125 b) £139 c) Neither figure
2. How long do you need to have held a full driving licence for before applying for your test?
a) 3 months b) 6 months c) there is no minimum
3. What is the maximum age you can take the advanced test?
a) 70 b) 80 c) there is no maximum
4. If you take a test in a second category of membership, ie motorcycle or commercial vehicle, without group guidance, how much does it cost?
a) £50 b) £65 c) £80
5. How many people have taken the Advanced Test?
a) 250,000 b) 400,000 c) 600,000
b)
6. How many active members are there in the IAM Nationally?
a) 100,000 b) 200,000 c) 300,000

OBSERVING TEAMS

In January 2011, we set up observing “teams” as follows

North & East Team – Syston/Melton.Loughborough/Oakham

<u>Team Leader</u>	Peter French	Senior Observer
	Roger Ewens	Senior Observer
	Derek Brutnell	Qualified Observer
	Tony Moore	Qualified Observer
	Ian Robinson	Qualified Observer
	Mike Bogwandas	Qualified Observer
	Ted Parton	Trainee Observer

South West Team – Hinckley/Broughton Astley/Narborough

<u>Team Leader</u>	David Hage	Senior Observer
	Julia Malkin	Senior Observer
	Mac Stowe	Qualified Observer
	Bill Holland	Qualified Observer
	Mike Vernon	Qualified Observer
	Darryl Hart	Qualified Observer
	Carl Watson	Trainee Observer
	George Woodward	Trainee Observer

South Team – Market Harborough/Oadby/Countesthorpe/Blaby

<u>Team Leader</u>	Steve Heggs	Senior Observer
	Neil Snow	Senior Observer
	Linda Hollingworth	Qualified Observer
	Peter Radcliffe	Qualified Observer
	Fred Palmer	Qualified Observer

If you have a query regarding observing or your observer, please contact Steve Heggs, the Observer Co-ordinator, on 0116 2716330 or email steve@dheggs.orangehome.co.uk

Answers to Quiz on Page 19

- | | | | |
|----|---|---|---|
| 1. | b | 4 | b |
| 2. | a | 5 | b |
| 3. | c | 6 | a |

(Taken from the IAM website at www.iam.org.uk)