



LEICESTER GROUP

of Advanced Motorists

**** STOP PRESS ****

*June 15th - Brian Johnson
talking about "The History
of the Driving Test, 1935 to
the present"*

NEWSLETTER

June/July 2011

See our website at

www.leicesteradvancedmotorist.net

Leicester Group Of Advanced Motorists

Registered Charity No 1055744

President: Steph Morgan

ACC, Operations



Officers and Committee 2011

Treasurer Deborah Brooksbank 43 Salcombe Drive Glenfield Leicester. LE3 8AG Tel: 0116 2991273 deborah.brooksbank@ntlworld.com	Chairman David Hage 32 Broom Way Narborough Leicester. LE19 3RY Tel: 0116 2848918 davidhage1@hotmail.com	Secretary Alan Griffin Tel: 01455 616033 alan.g.griffin@btinternet.com
Observer Co-ordinator & Website Manager Steve Heggs Tel 0116 2716330 steve@dheggs.orangehome.co.uk	Minutes Secretary Julia Malkin, MBE Tel: 0116 2235652 exceldia@ntlworld.com	Newsletter Editor Julie Hage Tel: 0116 2848918 juliehage44@hotmail.com
Programme Secretaries		
Neil Snow 07950319518 neilsnow@hotmail.co.uk		Fred Palmer 0116 2782771 palmerdec@btinternet.com
Publicity Officer Ted Parton Tel 01509 215842 eijparton@yahoo.co.uk	Outdoor Events Peter French Tel 01664 424331 pefrench@btconnect.com	
EX OFFICIO MEMBERS		
IAM Examiner: Peter Phillips	IAM Regional Group Co-ordinator, Terry Towler, Tel 0115 8465870 Mobile 07713882854 terry.towlerRGC@iam.org.uk	

THE VIEWS EXPRESSED IN THIS NEWSLETTER ARE THOSE OF THE
CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE GROUP OR
THE IAM

EDITOR'S JOTTINGS

Our commiserations to Mrs. Heawood of Wigston Fields, whose husband Maurice died during March. He had been a member of the Leicester Group for over 30 years, passing his test in 1979!

My apologies to those who were expecting to see photographs following the November club night. For some unknown reason, I missed them. However, do not despair – they now appear at pages 10 and 11.

-oOo-

ANSWERS TO APRIL/MAY QUIZ

Ed's note - My son James thought I had gone off the rails when he proof-read the newsletter, and ran it through the spell-check for me prior to print – I had to go back and put all the typing errors in!

Jeremy Macafee is the winner of this competition.

-oOo-

FANCY A GO IN A SKID CAR?

Prepare for winter driving now! 18 places available on Saturday 18th June at Donington Park. The event is being organised by Stratford and South Warwickshire Advanced Motorists, at a cost of £55 per person.

With three people and an instructor in the Skid Car, first there is a demo drive and then each takes a turn with the instructor adding 'skid' while you grapple with the induced conditions and the others imagine they can do better - until it's their turn. By the time you have had your turn, you've cracked it!

If you are interested, and for further details, please contact Christine straightaway on 01789 762946 or course@stratfordiam.org.uk. And remember to write an article about it after the event!

PICTURES FROM THE MARCH MEETING



Andrew Hicks receiving his
Advanced Test Certificate
from Examiner Peter Phillips

Diary Dates

Wednesday 15 th June 8.00 pm	<i>Group Night – Brian Johnson talking about “The History of the Driving Test, 1935 to the present” Brian was a DSA Examiner for many years (although not back to 1935!)</i>
Sunday 17 th July	<i>Publicity Event – Beaumanor Hall. Please come and support us in promoting the Group and IAM. For details contact David and Julie Hage 0116 2848918</i>
Wednesday 20 th July	<i>Chairman’s BBQ – 32 Broom Way, Narborough, Leicester, LE19 3RY **Please let us know if you are coming – it also means we can let you know if it is cancelled! **</i>
Monday 15 th August www.thebigliferide.com	<i>“The Big Life Ride”- A charity event in aid of various cancer charities. We are promoting the IAM and trying to raise money for the charities. If you can help, please contact Neil Snow on 07950 319518.</i>
Wednesday 17 th August	<i>Group Night – Graeme Baxter taking about VOSA who oversee MoT testing, support the traffic commissioners and enforce standards of maintenance for road vehicles</i>
Wednesday 21 st September Note times of 5.30 – 8.30	<i>Group Night. Visit to Glebe Garden Centre, Countesthorpe; for meal (with drinks) and a talk on a gardening-related subject. Cost is £8.50 per person. Please give full money to Fred or Julie no later than 17th August – we need 25 people for this to go ahead.</i>

Observer Nights

Wednesdays - 8 th June and 12 th October	Observer evenings are held in the conference room off the main reception at Police HQ in Enderby The Observer Evening in June will be practical; the one in October will look at special needs, and young drivers
--	--

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 (and the Group) welcomes less-able visitors. Club nights are open to members of the public, group members and associates. Attendance is free – however, raffle prizes are always welcome!

MEMBER NEWS

Ed's note – Our Publicity Officer – Ted Parton wrote to us to say that he was standing for election in the recent by-elections. This is an update)

Dear David and Committee

Firstly, I sincerely apologise for my 'interregnum' that I've been taking from the group. As you will most likely be aware, I was a candidate in the council elections this May. As well as working two part-time jobs, this swallowed up huge amounts of time. I have to report that my election campaign has unfortunately, on this occasion, been unsuccessful. I say 'this time'. Actually this was my 'first time' that I have ever stood for election in politics. It is no exaggeration to say that my life will never be the same again. I have learnt so much in these last few months.

So what now? Well I intend to resume my IAM duties. I believe that when I return to IAM committee duties I will be a much more wiser and useful person. What I will say about my membership of the IAM is that it is being a huge help in my campaign. My ward has huge problems with anti-social parking (on the kerb and literally on bends!) therefore being able to say to people about my IAM experience has been hugely influential. Also, being away from the group just reinforces just how much I love the group and organisation. I miss you all and want to return

TED PARTON, PUBLICITY OFFICER

LETTERS TO THE EDITOR

START/STOP TECHNOLOGY

As an ADI my tuition vehicle is a BMW mini. The mini is fitted with start/stop technology. My mini is two and a half years old but as this technology is becoming more common, I am writing this article to outline my experience with it.

The technology automatically switches the engine off while the car is stationary and neutral is selected, thus reducing fuel consumption. The engine is restarted instantly by simply pressing the clutch pedal. The system only works once the engine is warmed up and only then when the outside temperature exceeds 3 degrees.

One of the key benefits to an ADI, apart from the reduced fuel consumption, is that if the car is stalled, it can be restarted simply by selecting neutral. This can be useful if the car has been stalled at an inconvenient place, if the learner is getting flustered, the car can be simply restarted and moved off from the instructors side.

The drawbacks are that the majority of customers will see this as the norm and many will not then be driving a car with this technology. Another consideration is that if the air conditioning is on and the car is stationary in "eco mode" the engine will automatically restart at some point to keep the interior temperature cool, this can be inconvenient if this happens whilst a pedestrian is crossing the road in front. The start/stop technology can however be switched off.

The only comments received from the driving test examiners are regarding the eco-drive. In the debrief they have encouraged some candidates to use the technology more by ensuring neutral is selected at traffic lights and at the side of the road.

Hayley Noden

COMMENTS ON NEWSLETTER

"Congratulations on a very good newsletter. I liked your page on caravans!"

Jeremy Macafee

Welcome to the following new Group Associates ...

Lyn Rowe of Leicester

Brian Miller of Broughton Astley

Nadeen Caratella of Leicester

O Satchwell of Melton Mowbray

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

Simon Jones, assisted by Darryl Hart

Philip Lenthall (Commercial) assisted by Roger Ewens

Andrew Gleadall, assisted by Steve Heggs

Hayley Noden, assisted by David Hage

And to a new Trainee Observer...

Andrew Gleadall, being trained by Steve Heggs

APRIL GROUP NIGHT PICTURES



Andrew Gleadall receiving his
certificate from Examiner Peter
Phillips

New Commercial Member
Philip Lenthall receiving his
IAM certificate from Leicester
Examiner Peter Phillips



MARCH MEETING “THE CENSUS AND ALL THAT!”

As you will all know, the Census is undertaken every 10 years and because it was due on 27th March 2011, this was a very timely and fitting talk.

The presentation, by John Sutton, gave a brief history of the development of the census from 1801 to 2011, including the early origins of the census in the late 18th century that focussed on the need to have an understanding of whether the population of Great Britain was increasing or decreasing, so that



forward planning and political direction would have information that accurately represented the social changes of the time.

The first part of the presentation covered the first four censuses from 1801-1831 which were simply headcounts, which would be of little interest to family historians, but of great interest to local historians. Examples were shown of the type of statistical information that was gathered from both the national and local (Leicestershire) perspectives.

Victorian censuses from 1841-1901 came next, which are the most interesting for the family historian as personal information was now gathered and recorded by the census enumerators, such as names, addresses, marital condition, place of origin, occupations and any infirmities. Examples of the household schedules were shown including those of Queen Victoria and Winston Churchill, together with an analysis of the collected data that demonstrated the increasing populations of Great Britain and particularly of Leicestershire, and how the occupations of the population was shifting from agriculture to manufacture and services industries.

The modern census from 1911-2001 showed how the questions on successive censuses reflected the political pre-occupation of that time such as health issues in late Victorian censuses (e.g. blindness, disabilities and lunacy), and in the early 20th century census questions were aimed at fertility and numbers of rooms in houses to determine the degree of overcrowding. The controversial questions that caused protests were also covered, for example, questions on ethnicity and religion from the 1991 and 2001 censuses.

The penultimate part of the presentation was centred on how the census has been used as a form of protest and civil disobedience. This included

the poll tax issues from 1991 and also the suffragettes' boycott of the 1911 census.

The presentation concluded with a look at the forthcoming census and speculated whether there would be any significant protests or boycotts this year in light of the current financial constraints the country now faces.

JOHN SUTTON

-oOo-

APRIL MEETING – TERRY TOWLER, IAM REGIONAL GROUP CO-ORDINATOR.

Terry looks after both motorcycle and car groups in the north of the region (from north of the Thames, up to the Humber, and from the M1 to the East Coast). It was therefore fitting that members of the Leicester Group of Advanced Motorcyclists also joined us for the meeting.

Terry wanted to bring us up to date with advances taking place in the IAM organisation generally, including a new computer system with more access by the groups; a new image and name (we are no longer the "Institute of Advanced Motorists" but rather "the IAM" as this isn't such a mouthful and brings us into line with other organisations such as RAC, RoSPA and The AA). A new advanced driving test is also being introduced by the AA.

The introduction of risk assessments for observed runs proved very thought-provoking generally. This will require further discussion at both committee nights and observer evenings, and we will keep you informed of the outcomes.

It was suggested that Pat Doughty, the Marketing Director who is putting forward these ideas, be invited to a group night in the autumn; and again we will be inviting the motorcyclists.

-oOo-

LUDICROUS DRIVING LAWS

China - Drivers of power-driven vehicles who stop at pedestrian crossings are liable for a fine of up to five yuan or a warning. This makes you wonder what the penalty is for just ploughing through the pedestrians trying to use the crossing! I hope the penalty is harsher than if you stop to let them cross... That'd be just madness, otherwise.

(Taken from www.insureandgo.com)

**GONE BUT NOT (QUITE) FORGOTTEN!
PICTURES FROM THE NOVEMBER MEETING**



Examiners (left to right)
Peter Phillips, John
Hunting and Derrick
Clements

Bill Holland receives his
Qualified Observer
Certificate from Derrick
Clements



Patrick Brennan awarded
his IAM Certificate by
John Hunting



Peter Phillips awards John Carter his IAM Certificate



Andrew Rushton receives his IAM Certificate from Peter Phillips



Senior Observer Roger Ewens receiving a yellow (to match his T-shirts, jumpers and car!) rosette to mark his 100th test pass.

PRESIDENT'S CUP



The Presidents Cup manoeuvring competition was held on the 17th April in the car park at the rear of County Hall, Glenfield. The competition for the cup was open to all full group members and associates, with guests allowed to take part for the experience only. It turned out to be another glorious spring day, warm and sunny, and very enjoyable.

Competitors were tasked with driving a Nissan Micra over a course set out to test their skills in a number of disciplines. Firstly competitors were required to negotiate a 180 degree turns which demanded careful positioning of the vehicle at the entry point if the cones were to be avoided? Then followed tests for judgement of side clearance over the wing mirrors, and a test of stopping the car with the wheels placed over markers on the ground.

Next the car was manoeuvred between narrow lanes of cones and driven around the 'Roundabout from Hell' and forwards into a garage which only afforded 15cm of clearance at front and rear if penalties were to be avoided. From here the car was reversed a full 180 degrees back around the roundabout and into another garage with the same margin for error.

The reversing around the 'RFH' proved the most difficult to achieve and every competitor collected a penalty there. To the relief of the



Julia Malkin looks out for those cones

driver, the Micra was then driven back to the start point where the final discipline was for the vehicle to be reversed into a parking bay. Points were deducted for errors, and therefore the winner was the driver with the lowest score.

I would like to thank those that took part, and trust that you enjoyed the experience, and will want to try again next time ?

Many thanks must go to Rob Garner for organising the venue, and the weather which was gorgeous. Also to Dave and Julie Hage for bringing

the equipment, loaning the car, and for their help in setting out and dismantling the course.

Competition Result

Mark Woodall (Guest) and Julia Malkin = 10.

Diane Harvey and Sheila Green (Guest) = 8.

Rachel Hooke , Bijal Bhagwan, David Hage and Alan Griffin = 7

Paul Griffin and Amrat Bhagwan (Guest) = 6.

Russell Blything (Guest) = 5. Mike Moore (Guest) = 5. Tony Moore = 4.

Chris Harvey (Guest) and **Rob Garner = 3 (Winner)**



Diane Harvey concentrating on her rear wheel



Associate Bijal Bhagwan shares a joke with Peter

Congratulations to Rob, who gets to hold the trophy until 2012 !



Rob Garner reversing around the roundabout from hell



Peter French laughs at how easy it all was

PETER FRENCH

DRIVING WHILST LEGLESS!

No, I'm not drunk, nor have my legs been amputated.

My Multiple Sclerosis has made my legs useless, I have lost much of the strength and dexterity in my arms and hands, and my wife thinks my brain is a bit suspect (she always has!).

So how do I drive my Mercedes Sprinter van?



I use a remote control unit to open the rear doors and deploy a Ricon lift. I then drive my powered wheelchair to the driving position where it automatically clamps to the floor. My right hand pulls or pushes a handle that is connected to the foot brake and accelerator. My left hand holds the “spinner” on the steering wheel. (Now try picking your nose!).

There are several gizmos and adaptations that make driving easy for me.

Obviously the van is an automatic, but I also have an electronic hand brake and automatic wipers and lights and I have had the ignition moved to a more convenient position. There is a switch on my “spinner” to operate my indicators, dipswitch, horn and windscreen washers.



If you see me, please let me show you how it all works – it will be easier than trying to explaining it in words.

All I need now is a money tree so that I can afford to buy the fuel!



CHRIS EMMET, LOUGHBOROUGH. (*Chris came to see us at the President's Cup, although we didn't move all the cones to allow his Mercedes around the course; and he wouldn't do it with the space allowed for the Micra!*)

AN EXAMINER SPEAKS

Well, here is the third article and I'm quite enjoying this journalism thing but I don't think I'm ready for the Nationals yet! The theme I have chosen for this article follows on from the previous one, this time it's TEST CATEGORIES and a few reminders about seat belts, head restraints and excess speed.

Following a couple of recent tests where the candidates were surprised to learn they were taking a 'commercial' test I felt it prudent to explain the Institute's current test categories

I am sure we all know the basic categories – car, motorcycle, commercial and minibus. But don't forget the tricycle category or the towing test.

Here is a list of the test categories with a brief explanation of what is covered by each.

The '**Car**' category - covers

- all cars and estate cars
- all people carriers up to a maximum of seven seats including the driver
- all private cars specially adapted for drivers with disabilities.

The '**Motorcycle**' category covers

all motorcycles with an engine capacity that will enable the machine to achieve and sustain national speed limits.

The 'Commercial' test is divided into **four** categories:

- light commercial – all car-derived vans, light vans and pick-up trucks up to and including 3500kgs
- medium commercial – all goods vehicles over 3500kgs and up to 7500kgs
- heavy commercial – all goods vehicles over 7500kgs up to and including the maximum permitted weight. This category also includes passenger carrying vehicles constructed to carry more than 16 passengers excluding the driver, that cannot by definition be a minibus
- minibus – all passenger carrying vehicles falling within the legal definition and constructed to carry more than 8, but not more than 16 passengers, excluding the driver

All commercial categories will be covered by the IAM Commercial Test Certificate (blue badge) but will show in which of the four sub-categories the Test was taken.

The '**Tricycle**' category - covers

- three-wheeled vehicles – invalid tricycles are not acceptable for test. The motorcycle examiner will conduct this test.

The '**Towing**' test

is available to all private cars, estate cars and light commercial vehicles towing any properly constructed trailer or caravan, provided the trailer or caravan is fitted with an approved braking system and the combination is appropriately balanced according to law.

Just a brief note about some others –

- ❖ the IAM Driving Assessment – only available to Members. Not a test as such, more of a beneficial learning experience with an IAM examiner. A certificate is issued to everyone who completes the assessment.
- ❖ the IAM Special Assessment – available to members only in the Car and Motorcycle categories. One for the real experts!
- ❖ the IAM Senior Observer test – for observers who have fulfilled the requirements and the application is supported by the Group.

If you are reading this as a Member of more than five years standing, how about a Driving Assessment? (*If you do not wish to go for a formal assessment/test, see Roger's offer on page 19– ED*)

Go on, give it a try!

Seat Belts and Head Restraints - The following are IAM policy:–

- ◆ examiners are not expected to conduct an IAM Advanced Driving Test in a car without seatbelts, *even if the vehicle is legally exempt from having them fitted because of its age*
- ◆ examiners are not expected to conduct an IAM Advanced Driving Test in a car without a head restraint for the examiner

These policies should be borne in mind, particularly by Observers, to ensure no candidate presents themselves for test in a vehicle that does not comply with IAM policy – *although it may be lawful*.

Excess Speeds on Test – intervention by the IAM Examiner

The IAM is a road safety organisation and expects members and potential members to comply with the law and the Highway Code. ***That includes speed limits***. In certain circumstances, it may be appropriate for the examiner to intervene verbally on an IAM Test if the candidate's speed is likely to incur a legal penalty. If such an instance takes place, the candidate will not be successful in the Advanced Driving/Motorcycling Test.

I think the important phrase here is *likely to incur a legal penalty*. Let's be honest, what driver, IAM member or not, can honestly say they have never exceeded a speed limit? But of course, there is exceeding the speed limit and there is exceeding the speed limit. Personally speaking, on test, I will not make too much noise about two or three miles an hour over a speed limit on an odd occasion. It will certainly be mentioned during the de-brief but would not be used as a reason for the candidate not being successful.

As a potential IAM member, an Associate on test would be expected not to exceed a speed limit at all. By the same token, I would not expect them to be dilly-dallying along at five miles an hour below the limit unless conditions dictated the lower speed.

I don't intend to get on to the subject of safety cameras (also known as speed cameras) now, but I don't think I need to clarify that if a candidate on test was detected by such a device, the outcome of that test could not be successful.

So, that's put a few things right, let's hope everyone knows what type of test they will be taking, in a vehicle that meets IAM approval that is not travelling too fast!

I suppose a number of members and associates will be holidaying when this Newsletter is published so when you read this on your return I hope you had good weather and if you were driving I hope you had trouble free motoring. For those of you yet to go on holiday, bon voyage.

Remember the overtaking triangle, carry out a safe manoeuvre.

Peter Phillips – your friendly examiner

All test forms for all categories are available on the IAM website at http://www.iam.org.uk/do_you_want_to_be_a_better_car_driver_/doyou_wanttobeabettercardriver.html

And from Peter Rodger, Chief Examiner and Head of Driving Standards of the IAM ...

“...The caravan towing test is, theoretically, still available, and gets its own special badge. The arrangement is that the candidate goes to the Camping and Caravan Club and completes their caravan towing course (all about [offroad] manoeuvring). Once that is done they can take the on-road driving test for IAM membership in that category....”

If anyone wishes to discuss the caravan towing test or the caravan towing course offered by the Camping and Caravan Club, please talk to David Hage who is one of a very small number of people who have taken this test.

BREAKING DOWN ON THE MOTORWAY – WHAT SHOULD YOU DO?



Breaking down from time to time is one of those things, it happens when you drive regularly as the chances of something going wrong increase thanks to the laws of nature.

What to do in the event of a breakdown

If you do breakdown you should following the guidelines that are set by the Highway Code.

- You must try to get your vehicle off the road as soon as possible so that you do not delay or block other road users.
- It is good road sense to warn other road users that your vehicle may be causing an obstruction and that they should take care and

slow down. You can do this by switching the hazard warning lights on.

- Remember to put on light-coloured or fluorescent clothing in daylight and reflective clothing at night or in poor visibility so that other road users can see you.
- If it is possible you should always keep the sidelights switched on in your car when broken down at night time or in poor visibility as it will alert other road users that your car has stopped.
- You should not stand at the rear of your vehicle or let any other passengers stand here – it is best to move to the side and if there is a bank then move up it and wait until help arrives.

It can be more of a burden if you breakdown on a motorway but try not to panic. Traffic is not allowed to stop on a motorway unless n exceptional circumstances so if you breakdown then you should take note of the following rules:

- If you think that your vehicle is not working properly then you should move to the inside lane and prepare to come off the motorway at the next junction or service station.
- If your car's problem becomes too serious and you are unable to continue any further then you should pull your vehicle onto the hard shoulder and park it as close to the left verge as possible with your front wheels turned into the left.
- Stopping as close to an emergency phone as possible is a good idea as it means you will not have to walk up the hard shoulder to get to and from an emergency phone.

- Always leave the vehicle by the door that is closest to verge rather than the door that is close to live lanes of the motorway.
- Ensure all occupants exit the vehicle like you have and remember that all animals must be left in the vehicle unless it is an emergency and that you can keep them under control while you are standing on the verge waiting for help.
- Never put yourself in danger by trying to repair you vehicle, wait on help from a breakdown recovery.
- If you feel at risk from another person, make sure to return to your vehicle by a left-hand door and lock all doors. Leave your vehicle again as soon as you feel this danger has passed.
- Disabled drivers should not attempt to reach the emergency phone in wheelchairs or by other walking aid but phone 211
- If you are disabled and use M,ways frequently you can buy 'HELP PLEASE' flags from your local authority disability unit.
- Wave something from the driver's window in an attempt to attract attention from a passing vehicle but do not attempt to leave your car or allow a helping assistant to enter your vehicle.

MAC STOWE

-oOo-

OFFER FROM ROGER

Due to not having any associates at the moment (probably due to the £139 cost in these financially challenging times) I am bored!

Would any current members or associates like a free check drive from one of the group's senior observers (ME)? As I am unemployed then I can do observed run to suit most days/times.

I can be contacted directly for a free check drive on: -

E-mail rogerewens@ntlworld.com or mobile 07742-091-400

Text or e-mail me your landline and I can call you back for free as I have prepaid landline calls 24/7.

All drives will start from outside my house (I cannot fit a car through the front door to start inside!) which is near to the Walker Crisps factory at Beaumont Leys Leicester

Anyone taking up this offer is also welcome to bring along any back seat passengers if they wish to.

ROGER EWENS (ROG), SENIOR OBSERVER

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
	Andrew Gleadall	Trainee 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

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.

Final date for receipt of items for the August/September newsletter is 15th July 2011. If you do not wish photographs to appear in the newsletter or on the website – please tell us!