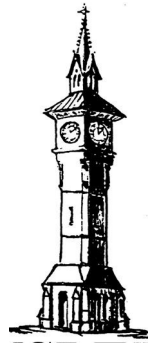




www.iam.org.uk



Barnstaple & North Devon Advanced Motorists

Group Number 1189

Registered Charity Number 1080449

www.bandam.org.uk

“In Gear”

Volume 1, Issue 1

Newsletter Date March 2011

What's On

• **APRIL 13TH**

AGM

• **MAY 11TH**

Summer Drives

• **JUNE 8th**

Summer Drives

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Chairman's Chatter

Welcome to the 1st issue of “In Gear” for this year, another year begins and here we go again.

You will see that we have a new layout, due to budget cuts I'm sad to inform you that our local Road Safety Officer is unable to print “In Gear” for us. He was very apologetic and did say that if things changed he may be able to help in the future. Looking at how things are going we will wait and see.

However on to other things now.

Back in December we held our usual Christmas event for the Group where I received an unexpected surprise. Regular readers will be aware that I like to present a Certificate of Appreciation at the annual

AGM.

Our Vice-Chairman, James Dilworth, asked if he could say a few words to the Group. He carried on to say that although I had said on many occasions that I wouldn't get caught out he would like to present a Certificate of Appreciation to me. I believe I was doing a great impression of a Goldfish!

I would like to take the opportunity to thank all of the people concerned with arranging this surprise for me, it is greatly appreciated!

We had a great finish to the year with 3 test passes in less than 2 weeks, I only hope we can keep recruiting new members and preparing them for the Advanced Test with the massive increase in fuel costs.

I would also like to congratulate James Dilworth on his successful Senior Observer requalification

That's it for this issue, until the next time.

Safe driving!

Dave Folland
Chairman 2010/11

The Editorial {or a revised Dave's Rave}

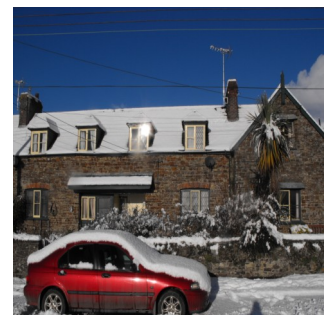
Well, here we go again, I've had to rewrite the Newsletter after receiving the news that due to budget cuts our Road Safety Officer would be unable to print the next issue. I haven't taken the decision lightly to change the format, simply the reason is one of cost. I hope you like the new layout,

please feel free to send any comments to me at: -

In_Gear@bandam.org.uk

One a brighter note I hope the picture opposite gives a laugh, think of me trying to get the old Rover out of this lot.!

Until next time. Safe Driving
Dave



A Hibernating Rover!

Congratulations on passing your Advanced Test!



The Chairman and Valerie Steer



The Chairman and Paul Adams and Observer Bob Salisbury



The Chairman and Delphine King, and Observer Percy Mound

At the January Group meeting I was pleased to be able to present the following newly qualified members with their certificates.

Copies of the pictures are available from: -
In_Gear@bandam.org.uk

- Valerie Steer. Observed by Dave Folland
- Paul Adams. Observed by Bob Salisbury
- Delphine King. Observed by Percy Mound

If you are a UK Tax Payer, please consider Gift Aiding your Group subscription. For details speak to the Treasurer, or any Committee Member.

Congratulations!



The Chairman and James Dilworth and Percy Mound

A Special presentation to James Dilworth on his requalification as Senior Observer.

James has written an article about his reassessment, you can read it on the next page.

Senior Observer Requalification

I recently took and passed my Senior Observer re-qualification; I thought or was persuaded to write an article for this edition of the newsletter to let group members know what it's all about.

The test or challenge which ever you prefer is taken in two parts, the first being my ability to observe, the second part being my ability to give a demonstration drive with full commentary as you would to a new or perspective associate with explanations as to the reasons why I am doing things differently to how an associate would possibly expect.

Back to the first part my ability to observe, my objective is to put the associate at ease, not terribly easy when you have the staff examiner sitting in the car with you, explain the objective of the drive, in my case it was to be roundabouts with correct use of mirrors, blind spot checks and gears –when, where and why?

All observers will understand and hopefully use IDEALISM which translates to Introduction, Disclaimer, Explanation, Ahead Only, Look For, In For Test, System and Moving Brake Test I went through all these sometimes using a question and answer technique when I got to the last two, moving on then to the cockpit drill, again using a question and answer tactic, this makes life easier for the observer and lets you know what the associate is thinking, and gives you a brief amount of time to think as well.

Once this was completed a through discussion on roundabouts was had, how do we approach, follow through and leave, when and where should signals be given and when should mirrors and gears be used and selected.

Before moving off I reminded the associate to relax and told her that it was me on test and not her, I tried to get her to enjoy herself, the associate in question was one of mine anyway so I knew what to expect and what was likely to happen, finally I reminded her of the route and we moved off.

During the drive I was spotting and correcting faults, always trying to be friendly and giving directions in plenty of time, on the drive whilst I was advising the associate I was also using a question and answer technique to aid self learning.

Part of the assessment is to teach a manoeuvre, I chose to reverse around a corner this involves a detailed briefing and debrief.

After the drive and on our return to the car park, I asked the associate to carry out a stopping drill and switch off the engine, I then gave a debrief of the drive, for this plenty of notes are required so I could point out places where things needing correcting, I did not fill in a drive report on this occasion but the associate left with shall we say some homework.

The associate then leaves and I move on to the second part of the test, my ability to give a demonstration drive, this uses the same route which was covered with the associate.

We moved into my car and I began by doing a cockpit drill, explaining how the seats and mirrors should be set correctly along with the head restraints, checking pedals, panels and the foot and handbrake, we moved away and the commentary began, the route was covered again with me doing commentary and explaining what I was doing and why.

I had to treat this drive as if it were being given to a new associate, rather than the staff examiner, pointing out reasons as to why I was positioning differently, using lower gears or holding gears for a longer time, when and why I was checking the mirrors in built up areas what I was looking for and why, you get the idea?

I then completed the manoeuvre which again was the reverse around the corner; here I was given some tips on how to perfect my technique, again not criticism but some helpful pointers.

We then completed the route and went back to the starting point; I then did my stopping drill.

I was then told that I had re-qualified and passed my test.

The senior test is certainly something to consider for all you observers out there.

I now have another three years before I need to qualify again.

James Dilworth

Changes to the Newsletter

If you are receiving this edition by E-Mail, or looking at it from the web site you will see that I have added links to certain items such as web sites and E-Mail addresses. This is to help make the revised Newsletter more useful to you. I hope you enjoy this issue and look forward to hearing from you, be it positive or otherwise.

To start the ball rolling, try this link provided by Mike Newcombe. Road Safety Officer North Devon
<http://www.racfoundation.org/research/safety/effectiveness-of-speed-cameras>

Your Editor *Dave*

DEADLINE FOR THE NEXT ISSUE 13TH MAY 2011

Motorways Yes or No?

I have been driving for over 30 years and thought that I was an ok driver. I only drive a 30 mile radius from my house, I do not like sharing the road with other cars and always expect a car park space when I reach my destination.

I always wanted to improve my driving, so in April last year I went along to the Barnstaple and North Devon Group of Advanced Motorists, and signed up.

I was allocated Louise to be my Observer and she set about undoing all my bad habits I had gained over the years. In August last year, my Uncle wrote to say he was coming over from America to Hemel Hempstead for a family reunion and would I like to go?

How could I? Never driving more than 30 miles from my house, never driven on the Motorway on my own, and so far away. I kept putting off telling him I couldn't go.

Thinking about the journey to Hemel one day, my Uncle was coming all the way from America, what was a few hundred miles to me, so I arranged to go.

Louise took me on the Motorway for a couple of hours training.

The big day arrived and off I set, one deep breath as I went down the slip way onto the Motorway.

I had to share the Motorway with hundreds of other cars, but I just got on with it.

I was pleased with the way I drove, many things I did really well, others ok, but not once did I think I shouldn't have done that.

Met up with the family, had a lovely few days with them, then made my way home on the Motorway.

So, thank you Louise and IAM. I couldn't have done any of the above without your help.

C. Crichton.

January Group Meeting

Paul Shaddick a paramedic with Devon Air Ambulance Trust and also their clinical support and medical officer came along and talked to us about the Trust from its Formation.

In 1986 Ann Thomas lost her 18 year old son Ceri who was a cyclist fatally injured in a road traffic collision. At the hospital she was told that the quicker a patient receives hospital treatment the greater chance of survival. Subsequently she started a campaign in his name for an air ambulance in Devon.

The service went into operation in August 1992 covering the entirety of Devon and the trust now operates 2 helicopters that are able to reach 50% of locations within 5 minutes of taking to the air and the remaining locations with 15 minutes.

The trust currently operates 2 aircraft, both Eurocopters from 2 different airfields to maximise coverage of the county that both fly for 10 hours a day, 7 days per week. They are not restricted purely to Devon and operate a reciprocal arrangement with Cornwall, Dorset and Somerset Air Ambulance Services.

The Trust's mission statement is: "To relieve sickness and injury in Devon by assisting with the provision of an Air Ambulance Service" The Trust works in association with South Western Ambulance Service.

The Trust receives no funding from any government body, instead relying on voluntary donations, legacies, the business generated by its 8 shops and lottery to meet its running costs of £3,000,000 per annum. In Scotland funding is received from Government.

One of the helicopters is already owned by the Trust whilst the other is leased and maintained by Bond Air Services Ltd who provide the pilots and engineers.

Fundraising is ongoing and is currently the 2011 Charity of BBC Radio Devon. The Trust has now completed over 4000 missions which of course can be to very remote areas that are inaccessible by land which was especially brought to our minds after the recent cold temperatures and heavy snowfalls when many roads were impassable. Thanks to Ann Thomas and her foresight the county of Devon has much to thank her for and be grateful.

Denise Dilworth.

Welcome New Members

We would like to welcome the following New Members to our Group: -

Michael Osment; Linda Norkett; David Norkett; Dr Nicole Burge;

David Stapleton; John Page; Susan Curtis; Mike Hayes

A Test Report?

I applied for my test in early December and telephoned IAM HQ and explained that as I was midway between Tiverton and Barnstaple but did all my driving in Barnstaple and belonged to the Barnstaple IAM Group I'd like to take my test there.

My test in Tiverton was set for the week before Christmas but was postponed due to nine inches of snow.

The Examiner and I set an alternative date for early January.

John, {whose name has been changed to protect the innocent} was a very amiable gentleman and an ex-policeman. We had a preliminary chat before getting down to the business of the day. I explained that the test was supposed to be in Barnstaple but he said that IAM HQ have had it in for him for a while now and he gets all the rotten jobs.

"Is it OK if I call you Geoff?"

"Yes, providing you spell it Jeff."

"Right"

"I need to ask about your eyesight."

"Well I was looking at the Moon last night and that is 360.000 kilometres away."

"That's fine."

"Now you are in charge of the vehicle but you must follow my directions to the letter."

"Right."

We left the car park and started to meander around the back streets of Tiverton.

"Straight over the next roundabout... Ah...Well normally I'd fail you for that but I did say follow my instructions to the letter but next time please go around the roundabout."

We then followed the road to Exeter.

"Explain the difference between the delimited road we are now on and the Motorway."

I did so.

"Very good. Now explain the significance of the white lines on this part of the road and the part we are now approaching."

I did so.

"Very good. Now can you explain the off side rule in football."

I did so.

"Thank you I've never really understood that one."

Then suddenly.

"What was the last sign we passed?"

"Eggs 50p a dozen."

"I thought so. When it is safe and convenient I would like you to do a multi-point turn.

John had a dozen eggs and I had half a dozen. We then proceeded to Exeter and wandered through the City thoroughly lost until we found the Motorway.

"If you are two seconds behind that lorry and it ran into that bridge and you braked instantly where would you finish up?"

"Well by my calculations about thirty yards the other side of the bridge."

"Yes, I've come to the same conclusion, worrying isn't it?"

We then left the Motorway as we both considered it too dangerous and wandered through Cullompton.

"There's a tea junction ahead."

"Yes, well it is time for elevenses so I'll have a black coffee."

Unfortunately the cafe was closed so we took the road back to Tiverton.

"Turn right, now left, now left again, now right."

"Do you come here often?"

"No, I've never been here before. Pull over, reverse around that corner and go back the way we came. I'll know where we are if you can find the main road again."

We continued towards Tiverton, passed Blundell's School turned right at the roundabout onto the link road.

"Get me to the hospital as fast as you can."

"Are you feeling really bad?"

"No, that's where I parked my car and my ticket runs out in five minutes."

"Well congratulations."

"I've passed?"

"Oh yes. If I failed you it would mean we'd have to do it again and I couldn't go through that a second time!"

J. Smallcombe.

Committee Members 2010/11

With Thanks

The Chairman and Committee of BANDAM would like to thank the following people or organisations for their assistance: -

Slee Blackwell Solicitors.

For the use of their Conference Rooms.

Barrie Styles One 2 One Driver Training.
For Providing Driving Talks.

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In order to comply with the terms of this Act, all members are entitled to know that Membership details are kept on a computer database for convenience and efficiency of the Group

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