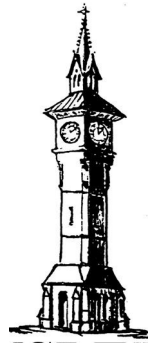




www.iam.org.uk



Barnstaple & North Devon Advanced Motorists

Group Number 1189
Registered Charity Number 1080449
www.bandam.org.uk

“In Gear”

Volume 1, Issue 4

Newsletter Date December 2011

What's On

• **JANUARY 11th**

Bill Hockin

• **FEBRUARY 8th**

Adaptacar

• **MARCH 14th**

Roger Jewell

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Chairman's Chatter

Welcome to the 4th issue of “In Gear” for this year.

Well I would like to take the opportunity to wish you all a Very Merry Christmas and a Happy New Year.

Looking back at the last 12 months we have had several good recruitment days and gained new Associates on most occasions.

This is tinged with sadness at the loss of our Group President.

Throughout the year we have had a steady stream of Associates passing the IAM test, it is something I hope we will be able to continue into next year.

I just wish our roads could as good as they are in

other parts of the country, recently whilst on holiday in Scotland I have to say that even the by-roads are of better quality than a lot of the A roads in our area.

Looking forward I only hope that we will be able to keep up the recruitment that we have recently seen and hope to help make all our roads safer for all users.

I can't help noticing a drop in driving standards recently, as a full time delivery driver, {not a white van man I add}, but I see many drivers when approaching a junction don't bother looking right, just hope that nothing is in their way and go for their manoeuvre. Yes I know modern vehicles have much better brakes these days, but the vehicle I drive is 7.5 tonnes when

fully loaded, yes, only a small goods vehicle, but, it still takes time to stop.

My other pet hate, cars with blown headlamp or tail lamp bulbs. It doesn't take long to walk around a vehicle and check that all the lights are working properly, as we all know with the Cockpit Drill.

I once again wish you all a very Merry Christmas and A Happy New Year.

And look forward to seeing you at the meetings coming up.

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

Safe driving!

Dave Folland
Chairman 2011/12

The Editorial {or a revised Dave's Rave}

I start with an apology, in the last issue I stated that Martyn Leach was observed by Bob Salisbury, I got that wrong. Martyn was actually observed by Joe Galbraith. My apologies to all concerned.

Perhaps it was because I was thinking of the holiday I would be taking

shortly after completing the last issue.

All I will say about the holiday is it was too short and I can't wait for the next one.

One highlight? At Ullapool we drank the hotel bar dry!

That's it for this time.

I hope you like the new layout, please feel free to send any comments to me at: -

In_Gear@bandam.org.uk

Until next time. Safe Driving

Dave

Congratulations on passing your Advanced Test!



Diarmaid Lee & Senior Observer James Dilworth

At recent Group meetings 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

- Bernard Schwarz: Observed by James Dilworth
- Diarmaid Lee: Observed by James Dilworth & Dave Folland
- Lyn Norkett: Observed by James Dilworth
- David Norkett: Observed by James Dilworth
- Angus Macdonald: Observed by Dave Folland
- Graham Humphrey: Observed by Paul Hancock

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

November Meeting follow up

I received a letter from Wendy Dale, Lifeboat Operations Manager at Appledore following her recent visit giving thanks for the donation we made at her visit.

She carried on to say that Appledore have just launched an appeal to raise £9000-00 to meet the cost of replacement life jackets for the crews.

Below are details Wendy sent me: -

RNLI crew lifejackets have been working really hard and thanks to careful and regular maintenance they have a service life of 10 years. However the current kit was not designed specifically for search and rescue use.

Technological developments during the past decade have now given us the opportunity to design lifejackets which really answer the specialist needs of our volunteers.

Working closely with our supplier, the RNLI will soon be issuing new lifejackets which fulfill the needs of the volunteers who crew our inshore and all-weather lifeboats — as long as we can raise the money to pay for them.

Some of the advantages of the new lifejackets:

- A lifejacket designed specifically for search and rescue.
- Improved fit {a more streamlined shape, and much lighter in weight}
- Storage pockets for essential extras such as personal flares and safety lines.
- An integral spray hood to protect the whole head from wind driven spray and waves.
- An automatically triggered safety light to guide in a rescue team in poor light conditions.
- Less than £300 per lifejacket, a saving of around £200 on previous designs.

For further details have a look at the website www.rnli.org.uk or contact Wendy at the Appledore station address as follows: -

Appledore Lifeboat Station
Jubilee Road
Appledore
EX39 1SA

Dave Folland.
Chairman

October Group Meeting

Timeshare – how to spread your mind

On 12th October 2011 Paul Adams a BANDAM Committee Member kindly gave us a thought provoking talk on how we process, manage and use the Information we need to obtain from and give to other road users.

The INFORMATION element is ongoing throughout each part of - I P S G A - The System used by the IAM for all driving situations conditions and circumstances.

Paul discussed the various types of hazard that affect our concentration whilst driving - those that emanate externally (weather conditions / other drivers) and those from within the car (radio / conversation) with ideas of how to manage them in order to maintain a high level of concentration.

Paul continued dealing with Information gained at various stages of a journey where the route is unfamiliar. Close to home we are relaxed as we know the roads and 'where we are'. Later in the journey we become tense and need to concentrate more to ensure we are 'on the right track'. Finally, we are looking for our destination when it is helpful for passengers to assist with navigation to enable the driver to focus on driving.

Paul explained that to enable him to retain good concentration he has developed a repeat 'rotary scan' of items requiring his attention. As drivers our attention is divided amongst a plethora of hazards requiring our thoughts and reactions during every journey be it routine or unfamiliar and need to develop a technique to better maintain a safe level of concentration.

Paul ended the talk with a short question and answer session and the presentation was well received by his fellow members.

Denise Dilworth
BANDAM Secretary

Welcome New Members

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

Ray Moon

Helena Johnson

David Johnson

DEADLINE FOR THE NEXT ISSUE 10TH FEBRUARY 2012

November Group Meeting

Wendy Dale RNLI Operations Manager at Appledore

Wendy Dale who is the first of five females to be appointed as an Operations Manager in the South West Region works in Appledore came and talked to us about the RNLI. Wendy started her talk by thanking Gerry for his warm introduction and said it was the best one she had ever received!

Wendy pointed out that the RNLI being a charity is entirely dependent upon donations and does not rely on Government funding, which currently may well be the subject of cutbacks, and as such is able to make its own decisions about operational and financial matters.

The Charity was originally funded by royal patronage as the National Institute for the Preservation of Life from Shipwreck. The name was changed to the Royal National Lifeboat Institution in 1854 which was the same year that cork lifejackets were issued to its crew members.

Thanks to the munificence of a Bideford trader Appledore Lifeboat Station has operated since 1829 as did the Stations at Braunton Burrows and Northam Burrows both of which were manned by the crew from Appledore. In 1919 Appledore became the main station with the other two closing down and received its first motor boat in 1922 which was the first of its kind to operate in the Bristol Channel.

The station currently has 3 boats. The "Molly Hunt" a Tamar Class that has a range of 250 nautical miles, weighs 30 tons with a maximum speed of 25 knots and cost £2,700,000. Owing to its size it is unable to get close inland or into shallow waters and therefore carries an inflatable craft. Its crew comprises a full time mechanic and coxswain + a radio operator, radar operator and a paramedic as standard. The operation of the boat is computerised from inside but by a traditional wheel externally. The area it covers is from Ilfracombe in the North to Padstow in the South as well as South Wales area when the occasion arises. Latterly, cameras have been fitted fore and aft so that rescues may be captured on picture.

They also have a B Class Atlantic 75 undertaking inshore work in the estuary as well as beach searches for lost children or surfers in the water where its height enables a wide range of vision. Finally, the D Class is a flat bottomed all weather boat operated by a crew of 4.

Generally dogs are rescued by the RNLI to prevent their owners getting into difficulties trying to recover their drowning pet but the RNLI do not turn out for all animals.

Wendy made the point that the Coastguard Service, who operate from Swansea for our region, is a separate organisation from the RNLI. A 999 call goes to the Coastguard who alert the RNLI and give whatever details are initially available to the Operations Manager requesting a launch. At Appledore it is Wendy's job and her decision which boat will be most appropriate for a particular situation. She proudly announced that a launch can be made in 6 minutes from when the initial paging takes place.

She brought along some of the water resistant suits and buoyancy aids that are worn. They are continually being developed and improved and cost about £1,000 each. One was very ably modelled by Paul and it was interesting to see how heavy they each were and the devices that are carried on them such as day time and night time flares which are identifiable by their shape.

Each Division in the U.K. now has an RNLI Flood Rescue Team which proved so essential at the Boscastle and Cockermouth disasters. The surging flood water moves so rapidly it is difficult to see people in the fast dark moving water and needs specially trained crew personnel to deal with those circumstances.

The RNLI has developed a device that is fitted to boats operated by lone fishermen that detects 'a man overboard situation' and also has the ability to stop the boat's engine in that situation. Whilst this was originally intended for fishermen's boats other members of the boating fraternity are now able to purchase the device privately from the RNLI for their own protection.

Wendy ended her talk by saying there are 235 Lifeboat Stations around the U.K. that maintain a RING OF SAFETY to help those in peril on the sea.

Since its inception in 1824 the RNLI has saved the lives of more than 139,000 people! What a tremendous achievement for a charitable organisation and its volunteers.

Denise Dilworth.

11.11.11

News From IAM House

Prepare Your Car For Winter

14 October 2011

Road safety charity the IAM is offering weekly motoring tips from Britain's top advanced driver, Peter Rodger. This week, as forecasters predict a hard winter, he is advising motorists on preparing their cars for the cold season.

IAM chief examiner Peter Rodger said: "Now is the time to give your car a health-check before winter conditions take their toll. Bad weather can strike quickly, and more severely than you expect, so it's really important to be ready."

Mr Rodger suggests some easy tips to prepare your car for winter:

- 1. In a UK winter you are more likely to encounter wind and rain, so make sure your windscreen wipers are in good condition and that you clean the inside of the windscreen regularly
- 2. Do a proper check of your vehicle - particularly the tyres - top up your washer fluid and make sure last year's ice scraper and de-icer are up to the job
- 3. The legal minimum for tyre tread in the UK is 1.6mm, but for optimum safety start looking for replacements if the depth is below 3mm
- 4. Check all your lights
- 5. Pack an emergency kit, including a warm coat, high visibility jacket, some food and water, a good pair of boots, de-icer and scraper, a torch, a spade and a mobile phone with a well-charged battery. Remember to store your emergency breakdown number.

Mr Rodger said: "Many roads are still pot-holed after last winter so having a well-maintained car, and paying particular attention to your tyres, is going to be extremely important."

To help drivers stay safe this winter, the IAM has launched a new website, drivingadvice.org.uk, with traffic updates, weather forecasts and tips on how to drive safely in winter.

Tips cover rain, snow, ice, fog and wind – everything you can expect in a typically unpredictable British winter. Check it out before you travel.



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Committee Members 2011/12

With Thanks

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