

Hanham Court Gardens



Advance

**Newsletter of
Bath and District Advanced Motorists**

“Making Bath and District a safer place to drive”

www.badam.org

Registered Charity No 1050592

Committee Members and other Group Contacts

President – Helen Schofield		Vice Presidents – Judith Pepler & Geoff Thompson	
Group Chairman	Dave Gosling 23 Rockliffe Avenue, Bathwick, Bath. BA2 6QP	☎ 07531 198105 chairman@badam.org	
Vice Chairman	Don Escott 18 Cheviot Close Trowbridge. BA14 7QT	☎ 07989 177998 (<i>mobile</i>)	
Group Secretary	Lindsay Flower	☎ 07968 126162 secretary@badam.org	
Group Treasurer	Clare Hogg 4 Great Ostry, Shepton Mallet, Somerset. BA4 5TT	☎ 01749 343059 accounts@badam.org	
Chief Observer	Clive Merchant The Three Jays, Kilcott Road Hillesley, Gloucestershire. GL12 7RJ	☎ 01453 845490 (<i>home</i>) ☎ 07702 822860 (<i>mobile</i>) observers@badam.org	
Associates Co-ordinator	David Sibley 38 Midford Lane, Limpley Stoke, Bath. BA2 7GS	☎ 01225 722757 [answer-phone may operate] associates@badam.org	
Membership Secretary	Alison Long 104 Marsden Road, Bath. BA2 2LQ	☎ 01225 314201	
Minutes Secretary	Sue Phillips 21 Spruce Way, Bath. BA2 2DY	☎ 01225 849058 minutes@badam.org	
Committee Member	Thomas Flynn 67 Leighton Road Bath. BA1 4NG	☎ 01225 482670 committee1@badam.org	
Committee Member	Julian Adams 8 Coromandel Heights Bath. BA1 5LB	☎ 07866 781823 (<i>mobile</i>) webupdate@badam.org	
Committee Member	Eddie Ruskin 46 Merlin Way Chipping Sodbury. BS37 6XR	☎ 01454 880208 (<i>home</i>) ☎ 07957 601677 (<i>mobile</i>) committee2@badam.org	
Committee Member	Roland Hindmarsh 4 Berkeley Court, Bathwick Hill Bath. BA2 6EY	☎ 01225 330808 committee3@badam.org	
Committee Member	Peter Huntington 17 Regents Field, Trossachs Drive Bath. BA2 6RP	☎ 07703 000263 (<i>mobile</i>) committee4@badam.org	
Committee Member	David Moreman 110 Pearsall Road, Longwell Green Bristol. BS30 9BE	☎ 01179 327898 (<i>home</i>) ☎ 07921 129221 (<i>mobile</i>) committee5@badam.org	
External e-mail enquiries about BADAM		enquiries@badam.org	[Please pass this on to potential new members to join BADAM.]
Group Contact – Gabrielle Chambers		☎ 07092 330991 (<i>answerphone may operate</i>)	
Web Co-ordinator – Julian Adams, email: webupdate@badam.org			
<i>[Raffle Tickets are available at Group indoor meetings from Thomas Flynn]</i>			

Bath and District Group of Advanced Motorists

(Registered Charity No. 1050592)

MAY—JULY 2017

Advance

Issue 167

Contents

Bath Festival of Motoring	3	Welcome New Associates	18
Editorial	4	Congratulations	18
Next publication date	4	Chief Observer's Notepad	19
Minutes of 2017 AGM	5	Lands End to John O'Groats	20
The AGM Awards Ceremony	11	Three-in-a-Car	20
BADAM Accounts for 2016	12	What a Difference a Lifetime Makes	21
Certificate Awards Ceremonies	14		
Group News	15	Forthcoming events	23
Event at the Shires, Trowbridge	17	Editorial disclaimer	24

BATH FESTIVAL OF MOTORING

We shall again be attending the Bath Festival of Motoring to be held on Saturday and Sunday, 17th and 18th June, at the Walcot Rugby Club (directly opposite the Lansdown *Park & Ride* terminus at the top of Bath's Lansdown Hill).

The Festival was formerly the Bath Pageant of Motoring and according to their website will be: 'featuring an eclectic display of classic and vintage cars and motorcycles, the event will be a fun-filled weekend for all the family'. Please come and join us at this event and if you would like to volunteer to help man our gazebo, please let Eddie Ruskin know as soon as possible (details on facing page). One of our Observers will be undertaking free demonstration drives around a pre-determined course so please encourage your friends to come and see an example of advanced driving.

EDITORIAL

Welcome to issue 167 of *Advance*, a major part of which is taken up with the report of the AGM held in March (see page 5). At the AGM we said goodbye to Ray Robbetts as Secretary, though he continues to work hard for BADAM as an Observer, and welcomed Lindsay Flower as our new Secretary. We also welcomed Roland Hindmarsh, Peter Huntington and David Moreman as new committee members. Thank you to them all for agreeing to join the committee and help the work of BADAM in this way.

Another change which was discussed at the AGM was in respect of our finances. The move away from Wessex Water to St. John's Church Hall has entailed the group in substantial increased costs as we have to pay more for the hall for our Committee and Observer meetings. We are looking, therefore, at increasing the membership fee from January 2018, to make sure that we can cover our costs. The proposal is to increase the fee from £7.50 to £12 for a single person, £15 for two, and £18 for three or more at the same address. The fee has not been increased for over ten years. This is largely because up until now there has been no need as our costs at Wessex Water were met by the

existing fee. In addition, every time we change the fee we have to ask those who pay by Standing Order to go to their bank and change it, which we do not like to do if we can help it. There will be more information about the changes in the next issue of *Advance*, 168.

BADAM will again be represented at the Bath Festival of Motoring on June 17th and 18th and there are details of the event on page 3. If you would like to help at this event please let Eddie Ruskin know. You will get free admission if you help to man the gazebo for more than four hours and, if you live more than five miles away, you will also be entitled to claim travel expenses. We hope to see you there.

Please read the exciting news on page 20 about Eddie Ruskin's epic drive from Lands End to John O'Groats and consider if you would like to sponsor him in support of the Stroke Association. This will be an enormous challenge and we would like to give him all the encouragement we can.

Clare Hogg
Sue Phillips

The next edition of *Advance* will be published in August 2017. Please submit motoring-related articles and / or digital photographs to the Temporary Editors (*who reserve the right to edit them*) by Friday 7th July at the latest. Names of authors and their home addresses should be disclosed to the Temporary Editors who will withhold them from publication on request.

Bath and District Group of Advanced Motorists

Minutes of 31st Annual General Meeting

19.30 – Tuesday 14th March 2017

Held at St. John's Church Hall, Bath

The Vice Chairman, Don Escott(DE), opened the meeting by welcoming all those present, especially our President Helen Schofield(HS).

1). Present:- Eight Committee Members, 22 other Full Group Members, one Associate Member.

2). Apologies for Absence:- Dave Gosling(DG), Callum MacLeod, Gabrielle Chambers, David Sibley, Lee Golledge, Andy Poulton, Pat Hemmens, Judith Pepler, Julian Adams, Rod Flower.

3). Minutes of 30th AGM – Tuesday 8th March 2016:-

David Moreman referred to the Chairman's report and asked if publicity drives and free drive checks aimed at attracting more young people had taken place. Roland Hindmarsh said that one event had taken place in Keynsham. Clare Hogg replied that no other events had taken place due to the Chairman's illnesses throughout the year.

The Minutes were then signed by DE as a true copy.

4). Reports

a) Chairman :- Dave Gosling

DE explained that DG was unable to be present at the meeting due to illness but that DE would read the Chairman's report on his behalf:

2016/2017 has been a very rewarding year for the group. We have had a

number of positive comments on the way we run our group and this is thanks in no small way to our Chief Observer, Clive Merchant(CM), and our Observers, for all the positive work they do. It must be noted that our present Secretary, Ray Robbetts, who has worked tirelessly over the years in ensuring the committee is kept up to date with all the Road Smart literature that has been brought to our attention, has decided to call it a day. Ray, you are going to be missed and I thank you sincerely for all your hard work.

Our finances have yet again been kept in good order thanks to our Treasurer, Clare Hogg, but it appears we will have to address our monies very shortly as moving from Wessex Water has increased our costs overall, and we will address these matters in the coming months. We will keep you all updated, but it appears we will have to call upon the membership for some financial increases.

I want to take this opportunity of welcoming two new members to our committee, Lindsay Flower and Eddie Ruskin. Welcome to you both. I would also like to thank Sue Phillips (SP) (Minutes Secretary), Alison Long(AL) (Membership Secretary), David Sibley(DS) (Associates Co-ordinator), Julian Adams(JA) (Web Co-ordinator) and Thomas Flynn(TF) (Raffle Organiser).

Please can I make a very special thank you to Don Escott (Vice Chairman) who has worked very hard behind the scenes in ensuring that the group's outside interests have been catered for and also for standing in for me on several occasions during the past twelve months while I have been undergoing my different illnesses. Last but not least, Helen Schofield who has stood in now on a couple of events. Again Helen has worked hard on behalf of the group, thank you.

b) Secretary's Report:- Ray Robbetts

This has been another busy year for the Group. We have been out advertising the IAM with stalls at the Bath Festival of Motoring, Trowbridge Country Fayre, the Shires Shopping Centre, Trowbridge, and at Supercar Saturday in support of the Stroke Association at Castle Combe racing circuit.

Our monthly meeting numbers have increased and we have had a number of interesting and informative speakers as well as various DVD presentations, a useful "in-house" forum and a visit to the local Fire and Rescue Station. Details of future events can be found in our *Advance* magazine.

Members of the committee have also represented the group at various regional forums and the national conference.

It is very pleasing to see the influx of new Associates who wish to become advanced drivers. This has been quite a busy year with some Observers having more than one Associate. 27 new Associates have been welcomed

since the last AGM, a slight increase over the previous year. Sadly, eight of those have either decided not to continue or are on hold for various reasons and this is a cause for concern, as is the time some Associates are taking to get to test standard. This is something the committee are currently addressing.

There is an overlap of numbers from last year as Associates who joined at the end of the last period will take their test in this period. Owing to this there was a lower than usual eight successful test passes and unfortunately three failures. There are currently ten Associates on the course and three waiting to be placed with an Observer. With our increasing popularity there is a need for more Observers. If any member is interested in becoming an Observer could they please contact Clive Merchant. It is an excellent way of further improving your own driving standards. At the moment we have 15 Observers, three of whom completed their training during the year. We have six National Observers, seven Local Observers, one Group Observer, one trainee Observer and three Local Observer Assessors. We would really like to increase these numbers.

At present we have 176 full members in the group, a small increase on last year, despite a large proportion of those passing their test sadly not then becoming BADAM members. The committee would certainly like more of our present members to become involved in their group's activities and it is very pleasing to see that we have five new names seeking election

this year to our committee.

Clare Hogg and Sue Phillips have continued as Temporary Newsletter Editors producing *Advance* each quarter, normally with 16 pages. They are still looking for help with *Advance*, either for somebody to take over as Newsletter Editor or to join the team. Please think carefully about whether this is a way in which you could help the group. Thanks are due to those who provide articles and photos for the newsletter, especially to Clive Merchant for his Chief Observer articles and photos. Thanks also go to the proofreaders, Callum MacLeod, Helen Schofield and Ray Robbetts, and also to Pat Hemmens and Kim Taylor who have again gallantly collected the newsletters from the printers and posted them to members.

The election of officers and committee members is due shortly. May I remind the group that only full group members are eligible to vote.

I hope that we can all continue to work together over the coming year, recruiting new members, maintaining and promoting the group and as I am standing down as Secretary at this meeting I would sincerely like to thank the various members of the committee that I have worked with over the last ten years together with the group members for their unfailing support and friendship.

c) Treasurer's Report :- Clare Hogg

This year, in contrast to the last two years, we have spent more than our income and there are two main reasons for this. The first is the move

from Wessex Water to St. John's Church Hall which necessitated the purchase of equipment such as the projector which is used at every meeting. This is the item under Equipment in the accounts. The second is the purchase of a new gazebo as the old one was beginning to leak and was not very strong for some of the high winds we have encountered at events. This cost of approximately £460 plus £86 for the weights comes under Advertising and Promotions. These are obviously one off expenses. The other major differences in expenses between this year and last are for stationery which reflects the lower figure for last year because of stamps purchased in advance for 2015, and Observer training which includes the cost of Observers attending a special training event in Bristol. If you have any queries about any other item, please say.

Once again, Ken Fryer, our former Treasurer, audited the accounts and I am as always very grateful to him for this.

Acceptance of the Reports was proposed by Clive Merchant, seconded by Lindsay Flower and approved unanimously by those present and voting.

5). Election of Officers for 2016/17 (Chairman, Secretary and Treasurer).

The election of the Officers was conducted by Helen Schofield(HS).

HS said she wished to reiterate the thanks to the Committee and Officers of the Group, as well as to those

behind the scenes, especially the Observers. BADAM is a cohesive Group, but more Observers are needed. She urged anybody who has recently passed to please think about becoming an Observer.

The Officers of the Group, Chairman, Secretary and Treasurer must be voted in every year. As the Officers were not being challenged, she proposed to do the voting en bloc.

Chairman – Dave Gosling

Secretary – Lindsay Flower

Treasurer – Clare Hogg

There were no other nominations for the posts and they were elected unanimously by those present and voting.

6). Election of other Committee members:-

HS conducted the election of other Committee members.

Alison Long (Membership
Secretary)

David Sibley (Associates
Co-ordinator)

Eddie Ruskin

Roland Hindmarsh

Peter Huntington

David Moreman

The members were elected unanimously by those present and voting.

HS thanked those Members for standing and said that the rest of the Committee would comprise DE(Vice Chairman), CM (Chief Observer), SP (Minutes Secretary), JA (Webmaster) and TF.

7). Any Other Business:-

CH reported that the committee has been considering the question of our increased costs of moving from Wessex Water and how to manage our finances for the long term. The membership fee of £7.50 has not been increased for over ten years and we have decided that the time has come to look at increasing the fee in 2018 to a more realistic figure which will enable us to pay our way here at St. John's Church Hall. We investigated many other halls with parking for our meetings and this is easily the cheapest available but it is still costing us much more than Wessex Water did for our Committee and Observer meetings.

In order to be sure of covering our costs, which as a charity we are obliged to do, we are suggesting increasing the membership fee to £12 for single membership, £15 for two people at the same address, or £18 for three or more at the same address. We would be failing in our statutory duty if we did not take appropriate measures to make sure that we have sufficient income to cover our costs. The proposed increase has to be submitted to the Chief Executive of IAM Roadsmart before it can be implemented but we would now like to ask for your comments. Thank you.

Roland Hindmarsh asked how many meetings are held each year and whether a charge was made. CH replied that there are eleven Group meetings, for which a £1 charge is made, although not for Associates as they are required to attend, which means there is a shortfall of about £5

per meeting. There are also six Committee meetings and four Observer meetings at a cost of £30 each. Thus there is an additional annual cost of some £300.

CH said that the fee has not risen since 2005, one reason being that Members have to alter their Standing Orders so we don't want them to have to do this too often, and some members will forget to do so.

CH also explained how Gift Aid works. However you pay, if you haven't already signed up for Gift Aid, please consider doing so.

TF asked why the fee was not being raised to £15. CH replied that we do not want to double the fee as people might consider this too much and not rejoin – if too many members leave, income will also be lost. However, we might consider doing this if there was agreement from the floor – a show of hands proved that this was not acceptable.

LF said that the fee represented excellent value for money, and that Bristol Group charged £20. Robert Golding asked what other local groups charge – enquiries will be made.

CH confirmed that a rise to £10 would not be sufficient to cover the shortfall, but £12 would, provided we don't lose too many Members.

8). Presentation of trophies and certificates:

HS presented the awards.

a) Vivian Robert Batstone Cup – (a special award made to a member in recognition of support for the Committee over the year) awarded to Alistair Andrews(AA).

b) Group Special Award – (for a member who has assisted the Committee) awarded to Ray Robbetts for ten years of service as Secretary.

c) Observer of the Year – awarded to Pat Hemmens (who was unable to be present).

d) Trainee Observer of the Year – awarded to Lindsay Flower (who achieved the highest marks in both theory and practical tests).

e) Chairman's Cup – awarded by the Chairman to Ray Robbetts for all his hard work over ten years on behalf of the Group as Secretary.

IAM Certificates, presented by HS.

1. Andy Lee observed by Ian Lassman
2. Danielle Highley observed by Ian Lassman (Danielle was not present so her certificate was handed to AA to give to her)
3. Eric Johnson – F1RST – observed by Alistair Andrews
4. Carol Trowbridge observed by Pat Hemmens
5. Irene Stewart observed by Alistair Andrews (Irene was unable to be present and the presentation was held over to another date.)

9). Refreshments were then taken.

10). Guest Speaker: Helen Schofield.

HS reported that she had been involved with the Group since 1995 and with the IAM since 1971 through her father. However, it was not until she became a Casualty Staff Nurse that she fully understood the significance of the work of the IAM. On joining BADAM, she retook her test

and became an Observer.

HS held up a copy of the Highway Code and remarked that it is a sadly forgotten book. In the course of talks she gives on behalf of BADAM, she realised that many people don't even recognise it.

The Highway Code represents the Rules of the Road, rules we all accept and rules that everyone should know and stick to.

She related some amusing anecdotes from her experience of driving in Europe – for example, she asked what side of the road do people drive on in Malta? The answer is on the shady side!

HS repeated that everyone needs to know the rules and gave a number of examples which particularly annoy her when they are not adhered to.

The first – in winter, when there is snow and ice many people clear a small hole in the windscreen to peer through whilst driving and are then blinded when snow slips off the roof of the car.

The Highway Code states, in red, that “you must be able to see, so clear all snow and ice from all your windows”.

Then there are the drivers who start their engines, turn the heaters on full and go into the house leaving the car to defrost unattended. The Highway Code states that you MUST NOT leave a parked vehicle unattended with the engine running while that vehicle is parked on a public road.

Third, box junctions. If drivers stuck to the rules – not entering the box

until their exit road or lane is clear – the flow of traffic would be easier.

Finally, when do you flash your headlights? Only to say I AM HERE. HS spoke of a fatal incident that had happened because of a driver responding to headlights being flashed.

HS repeated that everyone should stick to the rules – the rules of the Highway Code. She feels confident when the car in front and the car behind are displaying the IAM badge because she knows the drivers are up to date with the Highway Code.

HS closed by exhorting her listeners to please remember the Rules.

DE thanked HS for her contribution and presented her with a token of appreciation.

HS remarked that she had been working in Oxford Accident and Emergency Unit when the first Drinking and Driving law came into force. At the Christmas party every guest was invited to take a breath and reaction test at the beginning and the end of the evening. Of those who passed both breath tests it was noted that their reaction times were twice as long for the second test.

11). Final Comments:

The Raffle draw then took place.

DE concluded the evening by thanking everyone for attending, wishing them a safe journey home and referring them to the wall projection showing next month's meeting.

DE closed the meeting at 20.45.

THE AGM AWARDS CEREMONY



Alistair Andrews received the Vivian Robert Batstone cup from President, Helen Schofield

Ray Robbetts was presented with the Group Special Award by Helen Schofield



Helen Schofield presented Lindsay Flower with the Trainee Observer of the Year trophy

The Chairman's Cup was presented to Ray Robbetts by Helen Schofield



BATH & DISTRICT GROUP OF ADVANCED MOTORISTS
INCOME & EXPENDITURE ACCOUNT
FOR THE YEAR ENDING 31ST DECEMBER 2016

Statement as at:	31/12/2016	31/12/2015
INCOME	£	£
Full Membership Fees	1,454.50	1,426.00
Gift aid	314.54	356.65
Associate Membership Fees	837.00	744.00
Door takings	205.54	177.23
Canteen takings	29.26	49.73
Raffle Profit	306.34	267.08
DVD library	0.00	8.00
Clothing	0.00	56.00
Sundry income	32.50	0.00
Donations	96.72	61.66
Interest Received	1.91	2.23
Total:	<u>3,278.31</u>	<u>3,148.58</u>
EXPENDITURE		
Newsletter expenses	1,224.08	1,099.47
Stationery	405.84	209.45
Telephone	233.74	235.99
Advertising & Promotions	828.19	348.01
Room Hire & Speaker Expenses	396.99	384.30
Canteen	45.54	53.29
Group Ins. (2016: £125; 2015:+£20)	145.00	90.00
Observer Training & Manual production	322.68	207.35
Conferences	50.40	178.80
DVD Library	0.00	58.42
Clothing	0.00	56.00
Quiz prizes	0.00	11.00
Website	36.00	36.00
AGM expenses	42.50	99.00
Sundries	33.47	79.64
Equipment	405.92	0.00
Total:	<u>4,170.35</u>	<u>3,146.72</u>
SURPLUS/(DEFICIT) FOR THE YEAR	<u>(892.04)</u>	<u>1.86</u>
 Brought Forward	 3,998.06	 3,996.20
Carried Forward	<u>3,106.02</u>	<u>3,998.06</u>

**BATH & DISTRICT GROUP OF ADVANCED MOTORISTS
BALANCE SHEET
FOR THE YEAR ENDED 31ST DECEMBER 2016**

	2016	2015
	£	£
FIXED ASSETS		
Cost brought forward	0.00	0.00
brought forward – written off	0.00	0.00
disposals	0.00	0.00
additions	<u>0.00</u>	<u>0.00</u>
	<u>0.00</u>	<u>0.00</u>
Depreciation brought forward	0.00	0.00
brought forward – written off	0.00	0.00
charge for year	<u>0.00</u>	<u>0.00</u>
	<u>0.00</u>	<u>0.00</u>
Net Book Value	0.00	0.00
CURRENT ASSETS		
Bank Account – deposit	2,906.90	3,904.99
Bank Account – current	339.12	298.07
Cash	0.00	0.00
	<u>3,246.02</u>	<u>4,203.06</u>
CURRENT LIABILITIES		
Accruals	15.00	15.00
Creditors (insurance not paid)	125.00	90.00
BANES sponsorship money	0.00	100.00
TOTAL CURRENT LIABILITIES	<u>140.00</u>	<u>205.00</u>
NET WORKING CAPITAL	3,106.02	3,998.06
NET ASSETS	3,106.02	3,998.06
UNRESTRICTED GENERAL RESERVES:	<u>3,106.02</u>	<u>3,998.06</u>

The accounts were approved by the committee on 23rd January 2017

Dave Gosling (Chairman)

Clare Hogg (Treasurer)

The accounts were independently examined on 6th February 2017 by

Ken Fryer (Chartered Accountant)

CERTIFICATE AWARDS CEREMONIES



At the January meeting Roland Hindmarsh was presented with his Local Observer Certificate by Don Escott, Vice Chairman

At the February meeting Lindsay Flower was presented with her Local Observer Certificate by Andy Poulton in the presence of Don Escott



At the AGM Helen Schofield presented Eric Johnson with his F1RST test certificate in the presence of his Observer, Alistair Andrews

Andy Lee received his test certificate from Helen Schofield at the AGM



Helen Schofield presented Carol Trowbridge with her test certificate at the AGM



GROUP NEWS

Don Escott opened the January meeting as Dave Gosling had lost his voice and introduced Andy Poulton. Andy discussed a number of very unusual, strange and silly traffic regulations. Fortunately they only applied to certain states in the United States!

Clive Merchant opened his presentation on “Bends and Corners” using clips from Chris Gilbert’s Ultimate Driving Craft DVD.

First he looked at correct positioning on right- and left-hand bends to give the maximum view around the corner (as in the manual). Be prepared to give up the centre position on left-hand bends if a car approaches from the opposite direction.

Next came timing on bends – many drivers leave it too late to make the gear change. The correct approach is: mirrors – position – release accelerator (important to time correctly) – do you need to brake? – balance the car – looking ahead to a space at least ten metres from corner for gear change – power back on just before making the bend using the limit point of vision.

Andy then asked the audience for nine types of bend – left- and right-hand versions of open, blind, acute, gradual and then vertical (blind brow). On approaching junctions it is important to take up the correct position on the road to see as far into the junction as possible (move

towards centre of road if safe).

Andy then discussed camber on normal roads and motorways. On the majority of roads the camber is designed for drainage off to each side. The slope of the road from the middle has different effects on car stability depending on whether you are driving around a left-hand or right-hand bend (pushes you into the road on a left-hand bend and out to the side of the road on a right-hand bend). On three-lane motorways lanes one and two are cambered to the near-side and lane three is cambered to the off-side!

A break was then taken during which the raffle was held. Notice of the AGM was given with a request for nominations and Clive and Don also asked for help at the event in the Trowbridge Shopping Centre.

The second half of the evening (about 40 minutes) was taken up with further clips from Chris Gilbert’s DVD including of motorway driving. Chris discussed staying in lane two if this is the best position and is not holding up any other drivers. Switching lanes repeatedly is bad driving. This was followed by a number of clips of driving on country roads concentrating on the use of good observation and comments on the limit point of vision and position and speed for a variety of bends.

At the end of the presentation, DE thanked CM and closed the meeting.

Andy Poulton was the speaker at our February meeting for a 'Meet the Examiner' evening. He introduced himself with a brief history of his experience as an Advanced Police Driver since 1976, followed by becoming the IAM Examiner for the Bath area in 1986. He retired from the police in 2002 and for several years he was the IAM Staff Examiner for the area, a job which he loved.

Having ascertained that there were six Associates present he told them that what mattered was 'Not what you drive but how you drive it' and 'Not how fast you drive but how well you drive fast'.

He then went on to answer some questions which had been put to him beforehand. The first was to distinguish between a 'long stop' and a 'short stop'. For a long stop (eg. at traffic lights if they have just changed to red) it is handbrake on and into neutral. For a short stop (eg. at a roundabout waiting for a slot) it is into gear with foot on the footbrake and then handbrake on so that you are ready to go.

The cockpit drill at the start of a drive is not part of the test but it is learned so that it is routine. A candidate on test might be asked about it. At the end of a drive there is a stopping drill: stop with the wheels straight, parking brake on, into neutral, keep both feet on the pedals (if in a manual car), switch everything off, then switch the engine off, release clutch, release footbrake.

For parking on a down hill, park with

the wheels towards the kerb, just enough for the car to go into the kerb if the handbrake fails, and vice versa when parking on an up hill.

Examples were given of when not to use the accelerator in a bend: going downhill or if the road is icy.

If there are potholes on both sides of the road and there is no traffic approaching, there is no solid white line and visibility is good, then it is permissible to drive in the middle of the road.

Andy then went on to list the nine types of bend which are mentioned in the report on the January meeting.

His next topic was Test Preparation. He listed some things which happened before the test had even started which often preceded a test failure: turning up late, parking face in, wheels on lock, dirty car. The reason for this is lack of preparation. A tidy car indicates a tidy mind and a tidy driver.

Other experiences he had had which preceded a failure were being briefed by the candidate rather than the other way round: one candidate told him he didn't agree with the System of Car Control – 'I have my own system'; another example: 'I don't agree with Pull-Push steering'. Sometimes candidates hadn't heard of the System, IPSGA or How to be a Better Driver (which has now been superseded). In other cases the car had defects making it unsafe to drive, or there was rubbish in the car and loose items on the parcel shelf. Other candidates failed to

pass the eye sight test before the test even started.

Andy then went on to give some reasons which Associates had for doing Advance Driving: others said it was a good idea; being an ADI; driving for St. John's Ambulance; children learning to drive and so wanting to update own driving standard; minimum requirement for a job; experiencing problems; regaining confidence; owning a new high performance vehicle; concern over own standard of driving; cheaper insurance (though that might not necessarily be the case); not enjoying driving any more; professional pride.

Mentioning concern over standard of driving, Andy talked about driving plans in relation to his own driving.

A driving plan is where you consider what you can see, what you cannot see, what might reasonably be expected to happen and to have a contingency plan in place in case the unexpected happens. He felt that his own contingency plans did not always allow for some of the unusual situations he had found himself in, so really be prepared for the unexpected.

Having given some bizarre examples of reasons for candidates failing the test, he mentioned that a commentary on test is marked but it is not compulsory.

After the break Don Escott presented Andy with a box of biscuits as a token of our appreciation and the meeting concluded with the raffle.

EVENT AT THE SHIRES, TROWBRIDGE, 14.01.17

In mid-January a group from BADAM, Don Escott, Eddie Ruskin, Roland Hindmarsh and David Moreman, set up a stall in the Shires shopping centre in Trowbridge. This proved to be a worthwhile event as, after a quiet morning, they attracted quite a bit of interest.

We have been invited back to hold a similar event in the future and will be considering when this will be. It is certainly beneficial to have an indoor venue available for a recruiting event in the winter but it would also be interesting to see what

kind of support there would be in the summer. If possible, any future event will be organised in time to be advertised in *Advance*.



Eddie and Roland manning the stall

We Welcome New Associates

Haris Ali [Observer: Roland Hindmarsh]

Rod Macpherson [Observer: Robin Harris]

Dennis Sinanan [Observer: Frank Gould]

We Also Congratulate

IAM Test Pass

Danielle Highley observed by Ian Lassman

Eric Johnson* observed by Alistair Andrews

Andy Lee observed by Ian Lassman

Irene Stewart observed by Alistair Andrews

Carol Trowbridge observed by Pat Hemmens

[*FIRST pass]

IAM Local Observer

Lindsay Flower

Roland Hindmarsh

CHIEF OBSERVER'S NOTEPAD

Fixed Grip Steering

In this edition of my note pad I would like to talk about hand position and steering.

Those of you who have had a chance to look through the RoadSmart Advanced Driver Course Logbook will have noticed the change in steering method.

On page 22 of the logbook it states that "Fixed grip steering is an option for smaller movements of the wheel as long as the arms don't cross".

This statement would suggest that it is okay to rotate the steering wheel using fixed grip steering up to 90° – not true!

Hands should be placed at the ten to

two position. For the majority of the time the pull push method should be used. That is on tight bends, junctions and in town driving where rapid full rotation of the steering wheel may be required.

If you wish to deviate from your current course by a small amount, for example, to change lanes on a motorway or to pass a cyclist on the open road, fixed grip steering may be used. This should be commenced well in advance and the rotation of the steering wheel should be no more than five minutes of a clock face.

To negotiate a bend you should only use fixed grip steering if it is a gentle bend and you can see through to the exit.



The diagrams show how much rotation is allowed.
Note that the leading hand does not pass the nine or the three.

Happy Motoring.
Clive Merchant.
Chief Observer.

LANDS END TO JOHN O'GROATS

On Wednesday, June 21st, the longest day, Eddie Ruskin will be driving the 847 miles from Lands End to John O'Groats, accompanied by his co-driver, to raise funds for the Stroke Association. This would be a massive achievement for anybody but for somebody who suffered a stroke less than three years ago it will be an incredible challenge.

In the last issue of *Advance* there was a report of the talk Eddie gave to the group in November 2016 in which he told us about his strokes and his subsequent recovery. If you haven't

had the chance to read it yet you will find it in *Advance* 166 available on the BADAM website.

Eddie is raising money for the Stroke Association and has started a Just Giving page where you can donate to support him in this adventure. If you wish to sponsor him, please see the website for the Just Giving details or email him (see page 2).

We wish Eddie well and next year we hope that he will give us another talk at a group meeting to tell us about his drive.

THREE-IN-A-CAR DRIVES — Andy Poulton

Bristol Group of Advanced Motorists are organising a series of Three-in-a-car (TiC) events during this year. They will start from different venues and are on different days of the week so it is hoped that as many as possible will be able to attend on at least some of these occasions.

These are the dates, venues and times:

1. Saturday 13 May 10:00am Bath Hill Car Park, Keynsham
2. Thursday 29 June 7:30pm Thornbury Leisure Centre
3. Sunday 6 August 10:00am Cross Hands Hotel, Old Sodbury
4. Sunday 10 Sept 10:00am Ashton Way Car Park, Keynsham
5. Sunday 15 October 10.00am Easter Compton Farm Shop

This is your opportunity to catch up on a few tips from the Region's top Observers. Even if you've never been on a TiC you'll be welcome - and you'll also be in for a real treat because not only are they FREE, they're an ideal way of keeping in touch with advanced driving. These sessions are designed for all current Associates and full Members and their purpose is to assist you in maintaining your high standards.

When you arrive at the venue a Team Leader will assign you into car-size groups. One of you elects to drive first for 30 minutes or so on a course of

your choice or, if you are not sure of the area, a course described to you en-route.

There is usually a good deal of helpful banter during TiC sessions so most points will be covered as you go round, but at the end of each drive there will be an opportunity for you all to enjoy a short and sometimes entertaining debrief! Someone else then elects to go next in their own car – and so on until you've all had a turn.

The whole thing is done and dusted in around two hours, it's completely free of charge and it's good fun. No records are made of the drives – but there's usually plenty of advice available!!

WHAT A DIFFERENCE A LIFETIME MAKES

[John Dismore has written us an interesting account of how driving has changed over the course of his lifetime. The account is too long for a single issue of Advance and so will be published in instalments as and when there is space. This first instalment covers starting the car and setting out on the road.]

We expect our cars to provide us with a comfortable cocoon, warm in winter, cool in summer, that will transport us wheresoever we want to go, with or without entertainment at the press of a button, with the minimum of effort, but it was not always so. Thinking back over my own lifetime I am amazed at the changes that have been made, year by year, towards achieving that expectation. Perhaps the advances in the development of driverless cars will be the ultimate changes but frankly I doubt it. There will always be something newer in the offing, perhaps wheel-less cars like a hovercraft or cars that fly.

Let us start our journey by starting our car, having previously dressed in

warm clothing because we know there is no heating and in many cases, nothing to protect us from the wind. The first thing we do is to turn on the ignition switch. This was a simple operation, later to be turned into a security matter by the introduction of keys: firstly, a plain spade shaped key that could easily be replaced by a common paper clip, then came the cylinder lock type and latterly the radio card that enabled you to operate the car just so long as you had the card about your person.

We then need to adjust the mixture by moving a lever, probably on the steering wheel. This determined the correct proportion of petrol and air that was fed into the cylinders. We also had to adjust the timing by another lever. This set the time for the spark to ignite the petrol/air mixture in relation to the position of the pistons in their cylinders. Alright so far? So, then we will pull out the throttle knob a little way.

Now the hard bit: we insert a starting handle through a hole in the front of

the chassis and make sure that it engages with the socket at the front of the engine. Making sure that we are holding the handle with the thumb along it and not round it, so that we don't break our thumb if the engine back-fires, we turn the engine over once or twice ending with a strong upward pull on which, hopefully, the engine will come to life. If it does not, we do it all over again, perhaps adjusting the mixture and timing a bit. Of course, if we did it too often without success we got a flooded carburettor...

Over the years the need for these adjustments has been overtaken by new inventions from the automatic choke through to the sophisticated computer controlled engine management systems that constantly monitor and adjust the engine to obtain optimum performance at all times.



1920's Morris Oxford

Having re-adjusted all these things for running condition as opposed to starting conditions we can move off, looking in the mirrors and indicating before pulling out, which we do by sticking the right arm out of the window

as far as it will go. The next thing we notice is that, assuming we started in first gear, changing into second is nothing like as simple as depressing the clutch pedal and moving the gear lever or, with an automatic gearbox, doing nothing. No, we perform a little routine on each occasion known as double declutch. The later introduction of synchromesh gears made this operation as easy as it is today.

The first thing we would have noticed once we started driving was the almost complete absence of signs and signals: no road markings; no cat's eyes until Percy Shaw invented them in 1933 and, even then, their use was not widespread; no traffic lights; no kerb markings; no pedestrian crossings of any sort; no speed limit signs because there were no speed limits and very few direction signs – just the finger post signs pointing the way to nearby towns, villages and major cities.

Of course, most of these things were unnecessary because the number of cars on the road was nothing like the number today. It was only the relatively well-off who had cars before the Second World War whereas now everyone of age must have his own wheels.

Steering our car required quite a bit of physical effort because the steering wheel was connected directly through a rack and pinion to the arm that led to the wheels. It was a long time before someone invented power steering that took the effort out of steering and returned the steering wheel to straight ahead by default.

[to be continued]

Forthcoming BADAM Events – 2017

PLEASE NOTE NEW VENUE FOR OUR MEETINGS

[All indoor evening events will take place at St. John's Church Hall, St. John's Road, Bathwick, Bath, BA2 6PT, commencing at 19.30, doors open at 19.00.]

Updates on all future events will be posted on the BADAM website.

Tuesday, 9th May. The Associates' Session will follow a talk by Sarah Couchman of The Life Project, Bath, which helps children and adults with learning difficulties. Sarah will be appealing for volunteer drivers to assist the Project.

Tuesday, 13th June. The Associates' Session will follow a return visit by David Douch who will speak on new technology appearing in cars looking forward to 2020. This should prove to be a very interesting topic.

Tuesday, 11th July. The Associates' Session will follow an 'In House' meeting. This will take the form of an Open Forum with Alistair Andrews, Clive Merchant and Andy Poulton on the panel. Please come prepared with questions for the panel, or submit them to a committee member beforehand.

Tuesday, 8th August. There will be no indoor meeting. If an outdoor meeting is organised, details will be in the next issue of *Advance*, 168, and on the website.

Tuesday, 12th September. The Associates' Session will follow a talk by BADAM member, Susan Date, entitled 'Driving Dramas'. Susan is a regular contributor to *Advance* and we look forward to her talk.

Tuesday, 10th October. The Associates' Session will follow a talk by Dr. Sidney Alford, OBE, the well-known explosives expert and a former member of BADAM. His topic will be 'Blowing up cars and other dangerous containers'.

Tuesday, 14th November. The Associates' Session will follow a talk by Ken Fryer of WABAM. Ken's talks are always interesting and informative and this time his title is 'A Motorcycle pot pourri'.

Tuesday, 12th December. Christmas evening – buffet and quiz. Further details will be announced in issue 169 of *Advance*, due in November, and on the website.

Please note there will be no separate Associates' Session on this occasion.

It is a requirement of their training programme that, whenever an 'Associates' Session' is scheduled (see above), all our Associates, together with their Observers, should attend each of these essential and informative sessions.

PLEASE NOTE

The views expressed in this Newsletter are those of the authors and are not necessarily shared by the Committee of the Bath & District Group of Advanced Motorists, nor by the Institute of Advanced Motorists.

Due acknowledgement is made whenever material is taken from other sources.

BADAM keeps names and addresses of members on computer to assist in Group administration. This information will not be passed outside the IAM.

BADAM may from time to time publish photographs taken at group events in *Advance* and on the website or display them at publicity events.

If you have any concerns or wish to opt out of having your photograph taken or published by BADAM, please write to the Secretary (details on page 2) and request an acknowledgement in writing.