

Collett Park, Shepton Mallet



Advance

**Newsletter of
Bath and District Advanced Motorists**

“Making Bath and District a safer place to drive”

www.badam.org

Registered Charity No 1050592

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<i>[Raffle Tickets are available at Group indoor meetings from Thomas Flynn]</i>		

Bath and District Group of Advanced Motorists

(Registered Charity No. 1050592)

FEBRUARY—APRIL 2019

Advance

Issue 174

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NOTICE OF ANNUAL GENERAL MEETING

The AGM of the Bath & District Group of Advanced Motorists will be held on Tuesday 12th March 2019 at St. John's Church Hall, St. John's Road, Bathwick, Bath, BA2 6PT beginning at 19.30.

Nominations for the vacant positions on the Committee (see page 10), which must be proposed, seconded and bear the signature of the nominee signifying his or her consent to the nomination, plus items for the Agenda, need to be sent to the Group Secretary to reach her by Friday 1st March **at the latest**. Note that the new committee, to serve for the year 2019-20, plus any approved changes to the Supplementary Items to the Group's Rules of Affiliation, will not be effective until Tuesday 19th March 2019.

EDITORIAL

Welcome to the latest edition of *Advance*. On pages 9-10 you will see details of the AGM which will be held on Tuesday, 12th March. Please note that there is still a vacancy for a Newsletter Editor, or somebody to join the Newsletter editing team. If you feel you could contribute to the group by joining the team, please let one of us know.

During the last few months two members of the committee have resigned for personal reasons and we would like to thank Eddie Ruskin and Jayne McBride for all they have done for the group. Lindsay Flower and Rosemary Tandy are jointly taking over the role of Events Organiser and Thomas Flynn is resuming the task of running our raffle at meetings. Thank you to them all for their help.

You will see on page 11 an interesting article by Lindsay Flower about sexism in the IAM. This is something we are taking seriously and we would welcome any letters to *Advance* in response to this article.

There is an article on page 12 about the visit made by some of our members and friends to the skid pan at Castle Combe. This was such a successful event that another was arranged for a Sunday in December and we are considering whether to hold another one this year. If

you would be interested in taking part in such an event, please let a member of the committee know and, if there is sufficient interest, we may be able to arrange another visit.

You will see on page 9 an article about the 3-in-a-car events which Peter Huntington organises for us. Dates are yet to be confirmed but will be advertised on the website so please keep an eye out for details. Information will be circulated by email nearer the time to those for whom we have email addresses.

In connection with email addresses, on page 13 there is an article about sending *Advance* by email to those who would like to receive it in this form. Please read it carefully and respond to Peter Huntington's email when you get it.

Finally, on page 15, we have renamed the Associates session as the Chief Observer's talk on Advanced Driving Skills Training. This is to reflect the importance of what is said in these talks to all members, not just to Associates. Our reports on group meetings include these talks because we feel they are valuable for readers of *Advance* too.

Clare Hogg

Sue Phillips

The next edition of *Advance* will be published in May 2019. Please submit motoring-related articles and / or digital photographs to the Temporary Editors (*who reserve the right to edit them*) by Friday 5th April 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.

GROUP NEWS

The October meeting was opened by Clare Hogg. She welcomed Jeff Kinsler who was going to give a talk on electric cars.

Jeff Kinsler introduced himself as a BADAM member who last year bought himself an electric car (EV) and the subject of his talk would be 'From Dieselgate to Electric'.

Jeff has been driving for over 50 years and, as he drives his grandchildren around, he thought he should check up on his driving skills, so he became an advanced driver. He was driving a diesel car with 86k miles on the clock and he became aware of the emissions scandal. Emissions from diesel are a health hazard due to the nitrogen oxide levels although a previous government encouraged drivers to buy diesel due to low running costs and said that diesel was cleaner. Now diesel drivers are not popular and diesels are being phased out!!! Petrol car emissions are high in CO₂ and that affects global warming. With this in mind, he started to think about what to buy next.

Looking into electric cars he found that in 1839 there were electric cars and in 1899 an electric car recorded a land speed record of 60mph.

1900 was the high point in America of electric cars. They outsold all other types of cars as they were cleaner, quieter and had no gear changes. However by the 1920s they had all but disappeared being superseded by mass-produced petrol cars. And we must not forget the Sinclair C5!!



So, returning to electric vehicles, they have no exhaust emissions, but how clean they are depends on the source of the power. Power from coal fired stations is as bad as petrol, oil fired slightly better and natural gas even better. The overall carbon footprint for EVs is only marginally smaller than for its combustion engine counterparts because nearly half of the CO₂ emitted over the lifetime of the car comes from the battery production.

There are several types of EV.

Hybrid vehicles have two engines, one electric and one petrol. They work together to deliver power. Small batteries have about six miles range but fast acceleration may assist the battery. The battery is charged by kinetic energy.

Plug in Hybrids have a larger battery and external charging and have a greater range of about 25 to 30 miles. The battery is recharged by driving and by plugging in.

Battery only Vehicle or BEV. This has the largest battery of all EVs ranging from 40kWh to 100 kWh

For a car with a 41kWh battery you can get 3 to 5 miles per kWh so you could expect 164 miles on a single charge. Accurate remaining mileage is displayed while driving. However, *it all depends*. (Jeff's mantra throughout the talk). Batteries are less efficient in cold weather, eg 164 miles will fall to 123 miles when weather is 0°C and heated seats, heaters etc. drain the battery.

Buying an Electric Car

The positives are the Government gives £5000 towards the cost to encourage you to buy. There is no road tax, no pollution, no congestion charge and insurance is on a par with conventional cars. There is no gear changing and acceleration to 30 mph

takes 3.5 seconds. The demister, heated seats etc. can be programmed from a mobile phone app from the comfort of your home so the car is ready and waiting on cold frosty mornings. As there are few moving parts, there is no cam belt to change, no oil to worry about and the servicing costs are low.

As the car is silent, for the benefit of pedestrians a whining sound has been introduced to warn of the car's approach but inside the car it is completely quiet.

Charging

The Government will give a grant of £500 towards the cost of the charging equipment though it will cost about £1500. However, some manufacturers will install it for free. A very useful 'Granny' charger can be bought for around £300 to enable the car to be charged via a three-pin plug whilst visiting friends or family.

Owners of EVs can expect more charging points to be found as they become more popular. An online Zap Map will give charging points nationwide and for £65 a year EVs can be charged for free at 5000 charging points. The National Trust also has some charging points.

In conclusion Jeff seems very happy with his new car and gave a very interesting, informative and enthusiastic talk.

Clare thanked Jeff for his talk and gave him a small gift of appreciation.

After a short break and the raffle Ray Robbetts, Chief Observer, gave the Associates talk and outlined the best way to overtake.

Things to consider before overtaking:

Is it safe?

Is it legal?

Is it worth it?

Use IPSGA – information, position, speed, gear and acceleration.

When travelling at 60 mph it takes at least 8 seconds and 700 feet to overtake. You must be able to overtake within the speed limit. If the car you are planning to overtake is travelling at 50 mph on a 60 mph road, you need that extra 10 mph to complete the overtake. You must get into the overtaking position, checking your mirrors, checking that there is space to pull in after the manoeuvre and making sure nothing is coming towards you. Move out as quickly as possible keeping to the speed limit, overtake and check the rearview mirror to see the overtaken car's headlights before you pull in.

On a right hand bend, or an open bend, you can see the exit; only overtake if the road is completely clear. Move up to get the best possible view and if it is still safe, overtake.

On a left hand bend it is more difficult to overtake as the near side view is usually more restricted.

If there is any doubt about the safety of the manoeuvre, do not do it.

The November, 'Meet the Examiner', meeting was opened by Ray Robbetts who introduced Alan Hale, our speaker for the evening.

Alan Hale was a Police Class 1 advanced driver and is now one of the advanced driving test examiners. When he joined the Police he could not drive so he has only known Police standard driving.

Alan went on to say how he tests the Associate on a drive on various roads, involving around three manoeuvres and, if the candidate feels able, spoken thoughts. He will give the result straight away and give feedback on the drive. Alan looks at the whole drive, giving positive feedback as well as negative. He said the whole process usually takes around 1¼ hours

Alan wants to see a confident drive

with a safe, progressive and smooth ride but also with a little bit of 'sparkle'.

Alan went through the examiner's score sheet making it clear that any 3's would be a fail. However, he would not fail an Associate for a minor mistake if it was clear that the driver actually knew what he did wrong and knew the correct procedure.

He likes to see progress being made. The drive has to be safe and lack of progress becomes unsafe by default. You must keep to the speed limit but if the driver occasionally goes over the limit very slightly, he would not fail you but if it was consistent, it would be a definite fail. Speed limits are important and are there for a reason.

Alan stressed the importance of the System of Car Control. It is important to know IPSCA and to be able to explain it.

Information: take in information from all around you so you can prepare accordingly. See up the road as far as possible, look for hazards (people, animals, parked cars, buses etc., junctions with vehicles waiting to turn) and plan. Use the mirror, mirror rule and don't forget to see what is behind you. You cannot become a safe and smooth driver if you do not observe everything around you.

Alan gave a chilling example of how using his mirrors saved him from a near death experience. On the M25, he was approaching a slow line of traffic when in his rearview mirror he saw a lorry approaching very fast indeed. He managed to move out into another lane and saved himself from being sandwiched between two vehicles. So mirror, mirror. If we don't see it, we can't plan for it.

Hazards: see it, deal with it. Plan for unexpected events; this involves observation and anticipation and also position. By seeing a hazard you can plan your actions. Select the correct gear or

brake and deal with the problem. Vehicle sympathy and eco-driving show when you are in the correct gear and at the right speed for anticipating a hazard.

Spoken thoughts are not mandatory but the examiner appreciates being told what you see and how you would deal with a situation so try and practise speaking out loud.

Gear Changing: take your time. The examiner wants not to be aware of a gear change; it should be so smooth that the change is seamlessly done. He also likes to see that the gear lever is held correctly. You should know your car and change gear appropriately and not labour the engine. Smooth your gear changing, come off the gas and let the car slow gently before coming up to a speed limit change, traffic lights or junctions.

When steering your hands should be at ten to two and after gear changing they should immediately return to the steering wheel. He would not mind if your hands are at quarter to three but make sure they do not pass 12 o'clock.

Braking: this should be done in the 'find, firm, feather' way, but no hard braking. You can adjust your speed by lifting your foot off the accelerator which is called acceleration sense. Look out for changes of road surface, gravel and ice which will make a difference to your braking.

Mirrors: you must use all three mirrors constantly. You must be totally aware of what is behind, in front and to each side of you at all times.

Signals. Though obviously very important sometimes signalling at the wrong time could be just as bad as not signalling at all. For example, do not signal when passing a line of parked cars as the following vehicle may think you are turning right.

Overtaking. The examiner would like to see an overtake and if this is not

possible tell him how you would position the car in order to do so, i.e. get very close behind and, if it's safe, go.

When going around a bend, position the car to get better vision across the bend. On a left hand bend you should be slightly left of centre to get a good look. This also enables you to move back if a car comes towards you on or near your side of the road. On a right hand bend you should be on the near side to enable you to see further round the bend.

The examiner likes to see progress made on a dual carriageway, travelling at 70 mph with good progress being made. Progress must be controlled and logical, concentrating on the whole journey. He also likes to see a little bit of 'sparkle'. He is quite happy to nip round a roundabout (if it's safe to do so) and be shown a safe but interesting drive.

Alan gave a fascinating talk about what he expects: a safe drive, a sound knowledge of the Highway Code and a drive which shows the principles of IPSGA.

Alistair Andrews asked if Alan was happy to use the P1 to P6 principles of road positioning. Alan was quite happy for P1 to P3 to be used but not 4, 5 and 6.

Ray thanked Alan for his most interesting and informative talk and gave him a small token of appreciation.

After a break and the raffle Ray gave a short Associates talk in which he reiterated the importance of IPSGA. He said 42% of accidents were due to failure to observe. As Alan had said: mirrors, mirrors, mirrors. Plan early; see what is behind and in front. Use TUG: take information, use it and give information.

The Christmas meeting was opened by Dave Moreman. He asked that

people arrange themselves in teams of four or five and then introduced Ray Robbetts, Quizmaster.

Ray explained that the quiz comprised six rounds of ten questions on a variety of subjects. Jokers could be played on any round but he had to be informed before the start of each round. There would be a break for refreshments half way through.

Ray had put a great deal of effort into the quiz and the questions tested the teams to the full. There was plenty of laughter as the answers were checked and the results displayed by Thomas Flynn who did the scoring.

During the interval everyone enjoyed the delicious food which had been provided. The raffle was drawn and the second half of the evening got underway.

The final result was close with all teams performing very creditably. The winning team, with 51 points, was Committeem, consisting of Don Escott, Dave Moreman, Sue Phillips and Clare Hogg. Second were Bottom Gear with 48 points and third were The Four Tops with 44.

Prizes were awarded to the three winning teams by Ray Robbetts. Don Escott thanked Ray for an entertaining evening and presented him with a token of appreciation.



Committeem, Dave, Clare, Sue and Don with Quizmaster, Ray.

RECENT PRESENTATIONS



At the October meeting Vice-Chairman, Don Escott, presented Rosemary Tandy with her test certificate

In November Penny Walker was presented with her test certificate by Don Escott in the presence of her Observer, Peter Huntington



3-IN-A-CAR

As mentioned in the last issue of *Advance*, these have been a successful innovation for BADAM in the latter part of 2018. The last one was held last October on a beautifully sunny day.



3-in-a-car sessions will begin again after the winter weather has passed. The dates and venues are yet to be confirmed but will be advertised on the website and on social media. They normally start at one of the Bath Park & Rides and will be held most months, except August, until the autumn. Please come and join us for a valuable and enjoyable experience when you will be able to pick up many tips on advanced driving from our talented Observers. For more information please see the article in the last *Advance*, 173.

NOTICE OF ANNUAL GENERAL MEETING—12th March 2019

The AGM of the Bath & District Group of Advanced Motorists will be held on Tuesday 12th March 2019 at St. John's Church Hall, St. John's Road, Bathwick, Bath, BA2 6PT beginning at 19.30.

Nominations for the vacancies on the Committee (Group Chairman, Group Secretary, Group Treasurer, Chief Observer, Newsletter Editor and Committee members), which must be proposed, seconded and bear the

signature of the nominee signifying his or her consent to the nomination, plus items for the Agenda, must be sent to the Group Secretary to reach her by Friday 1st March **at the latest**.

Note that the election of the new committee, to serve for the year 2019-20, plus any proposed changes to the Supplementary Items to the Group's Rules of Affiliation, will be effective from Tuesday 19th March 2019.

Anyone intending to stand for election to the Group's committee must be aware that all the committee members act as Trustees for the charity which is the Bath & District Group of Advanced Motorists and are thus liable to follow the legal requirements of HM Charity Commissioners.

Under the terms of the Rules of Affiliation for the Bath & District Group of Advanced Motorists, the 'Officers' of the Group (Chairman, Secretary and Treasurer) serve for only one year. All three of the present incumbents have indicated their willingness to stand for election at the 2019 Annual General Meeting, if nominated:

David Sibley

Group Chairman

Lindsay Flower

Group Secretary

Clare Hogg

Group Treasurer

During 2018-19 two members were co-opted onto the committee and their appointments need to be ratified at the AGM:

Ray Robbetts

Chief Observer

Rosemary Tandy

Deputy Secretary

The following two members were elected in 2016 for a term of three years and are therefore now required to seek re-election for a further period of three years.

Don Escott

Vice Chairman

Sue Phillips

Minutes Secretary

The following three members were elected in 2017 for a term of three years and are not required to seek re-election until the 2020 AGM; they are therefore entitled to remain in office for the year 2019-20.

David Sibley

Associates Co-ordinator

Roland Hindmarsh

Committee Member

David Moreman

Committee Member

The following two members were elected in 2018 for a term of three years and are not required to seek re-election until the 2021 AGM; they are therefore entitled to remain in office for the year 2019-20.

Peter Huntington

Membership Secretary

Thomas Flynn

Committee Member

If any fresh vacancy arises during the year 2019-20, then the new committee will consider the co-option of a Group member under the Rules of Affiliation, but any such appointment will then be valid only until the 2020 AGM.

IAM – A SEXIST ORGANISATION?? by Lindsay Flower

*'But when accounting for average annual miles driven, **men** make up 59 percent of **drivers** on the road—down considerably from 76 percent nearly 50 years ago. "Currently, **females** with a **driver's** licence slightly outnumber **males**,"*

Sivak said 13 Dec 2012'

In our group we recently undertook a User Satisfaction Survey. In some ways we may have become a little complacent: we are used to receiving a lot of compliments for the service we offer which is supplied totally by Volunteers – highly trained though we are. It was therefore a surprise to receive some anonymous feedback from a previous Associate who had clearly felt differently and accused the whole organisation of sexism.

Sexism was discussed at the next Committee meeting and we decided that we needed more information in order to respond. The Committee took it seriously and acknowledged that whatever our feelings and experiences, someone else had had a different experience which had led them to form their opinion. I therefore contacted IAM RoadSmart where I received some interesting facts and had a productive discussion with the head of service delivery, Amanda Smith. Nationwide IAM RoadSmart membership men to women is 80:20. We do slightly better locally where membership presently stands at men to women 61:39 with strong historical evidence that the number of women in our group is increasing. Of the three posts on the committee that we are legally required to have by the Charities Commission, two are women. The Associates Coordinator reviewed our Associates over the past year and could tell us that we had had 20 new Associates, nine of whom were

women and 11 of whom were men. Three of each group had not continued to Test.

There is plenty of online evidence that women are safer drivers, have fewer serious road traffic accidents and are less susceptible to Road Rage. However, 'Sexism' is about attitudes and I could find little information on this.

Going back to my own experience when I first attended a BADAM meeting, soon after I moved here in 2016, there was no one on the door to greet me and the first person I spoke to assumed that I was an Associate (I had actually passed my test elsewhere). The question is, would he have made the same assumption if I had been a man? Actually, I suspect so; new faces are usually Associates. I have wracked my brain about any potential sexism issues that I have been aware of in the organisation and I could think of two where I felt that my gender was counting against me. I brought this issue to the attention of an appropriate person and the situation is now avoidable and avoided. Sexism is never acceptable and we must all be aware of our own internal landscapes which might result in apparently sexist remarks or actions.

In my opinion, there are many more incidents of sexism on the road. Once when I was a new Master and in our bigger car, I met a gardener on a single track hill, where he had a trailer and was coming up. Having honed my observation skills, I had seen a stable yard 15 metres behind me that I could easily have reversed in to. Sadly, he pulled alongside me and made the assumption that I would be unable to reverse and, gentleman that he was, he then proceeded to reverse a good ¾ of a mile down the hill, picking up another two male drivers (all having to reverse and all assuming a woman

couldn't...) as he went. He made an offer and an assumption – and I let him. On reflecting on my own behaviour, later, it was a hollow victory which probably reinforced his perception of the capabilities of women drivers..... and I let him – when I could have challenged them. On another occasion I will make a different choice.

However, sexism on the roads is a different challenge to the perception of sexism within an organisation. Perceptions are hard to deal with and I accept that there is no way someone's perception / opinion can be modified unless they choose to modify it themselves. If you have a belief, it is likely that you will be sensitive to experiences which appear to support that belief, whether or not they were intended or actual. However, we all know, 'if you are not a part of the solution, you are probably part of the problem'. It's very easy to criticise against a perceived state of perfection. Change happens slowly – come and join us – make it happen faster!

Our local group is reviewing how we communicate with all members,

especially Associates, and we will do this in conjunction with Observers and Associates.

Driving has traditionally been a male pursuit, I suspect dating from the time when Sunday afternoons had to be spent with one's head in the engine to ensure that the car would stand a chance of not breaking down during the coming week. Men seem to enjoy this outside, dirty experience more than women which is why I suspect they originally took the lead in the driving stakes. Things have changed: cars don't need this amount of input and as a result, more women are driving and at a higher standard. As a society, how fast do we adapt to change and how can all of us facilitate it?

If you have anything that you would like us to consider, please write to the Editors who will be happy to publish your letters. I feel that debate will be helpful and constructive

I hope this has given you food for thought – it certainly has for us.

Lindsay Flower

Group Secretary

SKID PAN EXPERIENCE by Christine Kneeshaw

On a chilly Sunday afternoon in November, twelve of us went to Castle Combe motor racing circuit for training in skid control. After a safety briefing, we were divided into teams of three and immediately let loose on the course. This was an hour-glass-shaped track marked out with cones and covered in the most slippery gunge!

There were two cars on the track, both manual: a rear-wheel-drive BMW and a front-wheel-drive Ford Focus. Three of the group went in

each car and proceeded to attempt a few laps before swapping round (in the usual 3-in-a-car manner). The idea was to avoid the cones and also the instructors who stood around on the course, obviously well used to avoiding getting hit. Half the group, watching from the warmth of the Octagon room, observed how much the drive wheels were spinning. By the end of this initial drive, everyone had had a go at experiencing skidding in both FWD and RWD cars.

Then to the classroom. The first and

crucial thing to learn was that skidding occurs when the driver loses control of the vehicle, which indicates that safe limits were not being adhered to. Every car is different, particularly those with modern controls, and every skid is different. In a front wheel skid, the vehicle will lose directional control resulting in under-steer. In a rear wheel skid, over-steer is the result. We were then taught techniques to assist with controlling these skids.

Then back out to the course to practise what we had learnt. It now became apparent why we had been let loose on our own in the first place. The techniques worked! ... and we were able to observe the difference.

Next we learnt how a four-wheel skid can be managed. Two cars were on the track – another Focus, this time with ABS, and the BMW without ABS. After a demonstration by the instructor, we were all able to have two attempts at driving down the straight towards a cone, applying the brakes and then steering at the last moment (once steering had been regained) to avoid the cone. The technique was to use cadence braking in the BMW but

feeling the ABS cut in in the Focus.

Then for the fun bit – taking turns to drive the BMW against the clock: one clockwise loop of the circuit, one anti-clockwise then reversing into the ‘garage’ of cones. By this time the



light was fading and there was no lighting, adding to the challenge. Then finally back to the Octagon for handing out of certificates and results of the time trials. Our ace young driver Oliver was the winner. An afternoon with some important lessons learnt which is recommended to all drivers young and old.

It is hoped that another skid pan event can be organised for 2019. Please contact a committee member if you would be interested in taking part.

ADVANCE TO EMAIL

In the last issue of *Advance* we said that we would be sending it both by post and email to members but that in future we would only send it by post to those who specifically requested a printed copy, or to those for whom we do not have an email address. However, it is apparent that some of the email addresses we have (which have been taken from the IAM's database) are inaccurate, and it is also possible that in some cases it may be going into a member's spam folder.

We shall therefore continue to send it by both methods until we hear from you that you only wish to receive it either by post or email. We hope that gradually more and more members will choose the electronic version as this will save the group money, particularly on postage. Printed copies will always be available at group meetings. If you are on email but are not receiving our messages, please contact Peter Huntington, Membership Secretary; email address: committee4@badam.org.uk.

We Welcome New Associates

Gayle Auckland	[Observer: Lindsay Flower]
Eric Conway	[Observer: Val Czerny]
Keith Dawson	[Observer: Val Czerny]
Elissa Kelly	[Observer: Peter Huntington]
Christopher Poolman	[Observer: Ray Robbetts]

We Also Congratulate

IAM Test Pass

Philip Kendon	observed by Roland Hindmarsh
Phil Whitfield	observed by Val Czerny

NOTES FROM THE CHAIRMAN

Winter driving. Is your car prepared for any cold weather we may be subject to in the next couple of months? Last year's 'Beast from the East' saw some severe weather indeed and quite a few people were caught out. At the very least you should check your tyres carefully, top up the screen clean and make sure the wipers are in good condition. As a good Advanced driver I'm sure you do that before every journey anyway...! I also keep a rucksack in the car with my winter walking clothing and a pair of boots in case of being stranded or having to venture out of the car in an emergency.

Diversity and inclusion are the current buzz words in the work place and BADAM is striving to ensure we do our best in this area. In my last *Notes* I highlighted the Group's friendliness as experienced by a new member. Elsewhere in this newsletter is an article (page 11) by our Group

Secretary about an accusation levelled at us about sexism. This has led to some lively debates in our Committee meetings, which is no bad thing in itself, as it means we are at least examining our own attitudes and the way we address members either in meetings or on drives out with Associates.

Group Audit. Having got GDPR out of the way, the IAM asked us to complete a Group audit for them (not just us, every group in the country!). Many sub-committee meetings later and several sessions online (it could only finally be submitted online and in one go...) it was transmitted. We came out of it very well with all boxes ticked and positive replies. My thanks to Lindsay and Clare for their help, coffee and biscuits.

Safe driving
David Sibley

Forthcoming BADAM Events – 2019

[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 for refreshments at 19.00.]

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

Tuesday, 12th February. Peter Huntington will be leading a meeting, entitled 'Expect the Unexpected' and he will be introducing a Hazard Awareness DVD. Ray Robbetts, Chief Observer, will be using the opportunity to draw our attention to aspects of hazard awareness. This will be very relevant for all members and especially so for Associates and it will replace the normal Chief Observer's talk on Advanced Driving Skills Training.

Tuesday, 12th March. Group Annual General Meeting. The speaker will be David Gallagher, IAM RoadSmart Young Driver Ambassador, who was unable to come in September. He will tell us about his role in the IAM and his achievements in getting the next generation of advanced drivers started. Details of the AGM are on pages 9 and 10.

Please note that there will be no Chief Observer's Skills Training talk at the AGM

Tuesday, 9th April. The Chief Observer's Skills Training session will follow a talk by Paul Woozley, Head of Membership at IAM RoadSmart. He will tell us about his experiences of being an IAM member and answer questions.

Tuesday, 14th May. A representative of the Wiltshire Air Ambulance will speak to us about what it is like to attend a road traffic collision. This will be followed by the Chief Observer's Skills Training talk.

Tuesday, 11th June. The Chief Observer's Skills Training session will follow a talk by Chris Goddard on collision investigation. Chris is highly experienced in this field and it will be interesting to learn about the process of investigation.

Tuesday, 9th July. The Chief Observer's Skills Training session will follow a talk by Michael Walker of Bristol Buses who will talk about the Bristol company which made chassis for buses, coaches and lorries and how the designs were adapted for new driving and technological advances.

Tuesday, 13th August. There will be no indoor meeting. If an outdoor meeting is organised, details will be in the next issue of *Advance*, 175, and on the website.

Tuesday, 10th September. BADAM will be hosting the Inter Group Quiz at our September meeting this year and hoping to retain the trophy which we won last year. Further details will be in issue 176 of *Advance*, due in August, and on the website.

Please note that there will be no Chief Observer's Skills Training talk at the Quiz

It is a requirement of their training programme that, whenever a 'Chief Observer's talk on Advanced Driving Skills Training' is scheduled, or a meeting is of special relevance to Associates (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.

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