

Vicars Close, Wells



# Advance

**Newsletter of  
Bath and District Advanced Motorists**

**“Making Bath and District a safer place to drive”**

[www.badam.org.uk](http://www.badam.org.uk)

Registered Charity No 1050592

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# Bath and District Group of Advanced Motorists

(Registered Charity No. 1050592)

AUGUST—OCTOBER 2019

**Advance**

Issue 176

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### **INTER-GROUP QUIZ**

This year we will be hosting the annual Inter-Group Quiz at our September meeting on 10th September. Last year we won the quiz and so currently hold the trophy which we are anxious to retain this year. Please come to support us.

The quiz is being organised by Lindsay Flower and our team will consist of Jayne McBride, Sue Phillips and Ray Robbetts. We are also planning to encourage the audience to divide themselves into teams and there will be a prize for the winning team amongst the audience as well, of course, as the trophy for the winning official team. Come along and see if you can win the prize.

## EDITORIAL

Welcome to the newest edition of *Advance*. You will see from the report on page 10 that we have been out and about in Bath recently. We went to the Bath Festival of Motoring on the Saturday and Sunday (and thanks to Peter Huntington and Lindsay Flower for organising support for the two days, and to those who turned up to man the gazebo) and had a successful weekend in spite of rather rainy weather. We also attended Bath's Clean Air Day a few days later giving tips to interested passers by about how to drive in as eco-friendly manner as possible. As Advanced drivers we always aim to drive in that way as it chimes in with the advanced way of driving but this is not always the case for other drivers and it is a valuable lesson to pass on.

Take a look at page 12. We are introducing a Drivers' Refresher Course for any full members who would like to refresh their driving skills and Thomas Flynn has written an introductory article for you to see what is involved. It will be driven by demand so you won't have to wait for lots of people to sign up before you could start. It is also free, though donations to cover the inevitable costs would be welcome. Please contact Ray Robbetts (Chief

Observer), Lindsay Flower (Group Secretary) or Thomas Flynn, if you are interested (contact details on page 2). There are also two more 3-in-a-car events in September and October (dates on the inside back cover) which are another opportunity to practise driving with expert advice on hand and in a fun way.

You will find on pages 13-14 a press release from IAM RoadSmart. Each week a tip for driving a car or riding a motorbike is added to their website giving tips on driving for the general public. However, these are also of interest to members and it is well worth looking at their website, [www.iamroadsmart.com](http://www.iamroadsmart.com), and looking at other tips there. This is the first time for several issues that we have had space for one of these tips and we have chosen one about driving with children as it seems particularly appropriate for the summer.

Finally, come along to the September meeting and support BADAM at the Inter-Group Quiz – details on page 3.

*Clare Hogg*

*Sue Phillips*

**The next edition of *Advance* will be published in November 2019. Please submit motoring-related articles and / or digital photographs to the Temporary Editors (*who reserve the right to edit them*) by Friday 4th October 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 speaker at the April meeting** was Val Czerny talking about tyres. He was in the police service for 27 years and he became a vehicle examiner.

As a result of driving inputs – acceleration, steering, and braking – forces are applied to the car via its tyres. There must be grip between the tyres and the road surface for the tyres to be any use.

Val explained what the codes on the side of the tyres mean. For example, 195/60 R 15 88 H means:

195 – width of the tread in millimetres  
60 – profile, this is the percentage of the width

R – radial (how the tyre is constructed)

15 – wheel size (in inches)

88 – loading index; from the manufacturer's table this is 560 kilograms

H – speed rating, from the manufacturer's table this is 210 kilometres per hour

Tyres are made from rubber and wire. The rubber gives grip with the road and the wire gives strength. You are guilty of an offence of 'Unsuitable use of tyres' if you put the wrong tyres on your car.

It's very important to know your tyre size so that you can read the loading factor and speed rating tables provided by the manufacturer. All tyres are made to a British standard. You cannot be sold a tyre which does not meet the standard. Tyres are sold with ratings for fuel efficiency, grip in the wet, and noise.

Rubber compounds used with road

tyres do not vary enough to produce significantly different grip under road conditions. Increasing the area of grip (wider tyres) doesn't significantly change grip either. In particular, sliding friction is independent of mass or surface area. Once you're sliding, you're sliding.

Force of friction is proportional to the applied load.

Force of friction is independent of area.

Kinetic friction is not proportional to speed.

The coefficient of friction for rubber in tyres is essentially equivalent for all tyres, but the coefficient of friction for different road surfaces does vary. Wider tyres do have a better slip angle. F1 cars use wider tyres to help with heat dissipation.

Tyre rules:

You must have 1.6 millimetre depth of tread over 3/4 the width of the tyre all the way around.

No bulges or exposed ply or cord.

No cuts greater than 25 millimetres or 10% of width of tyre.

Must use mixed construction.

All wheels must have the same diameter when on the same axle.

Use must be suitable for type of vehicle, load, or speed.

Tyres have a tread wear indicator (TWI) at regular points around their circumference. You can feel along the outer groove where these small bars of rubber partially fill the groove. You know how much the

tyre is worn by feeling the relation between the height of the TWI compared with the surface of the tyre. If the TWI is flush with the surface of the tyre it's time to change the tyre. The TWI is usually between 2 and 3 millimetres deep.

Rubber is perishable. You shouldn't use a tyre more than six years old. Modern tyres have a code on the side to indicate year of manufacture. Any tyre with a three digit code is very old. We now use four-digit codes. The first two digits represent the week within the year and the last two digits represent the year. For example a tyre with the code 2310 was made in week 23 of 2010.

Be careful if you are a caravan user. Although your tyres may not have clocked up many miles, the age of the tyres may make them dangerous. Be careful about following a caravan. The driver might not know as much about tyres as you do now!

There is no such thing as a tyre 'blow out'. What actually happens is that the tyre just deflates and the wheel carves through the tyres. Then the wheel hits the road.

If your tyre loses pressure on the motorway steer gently to the hard-shoulder, lose speed gradually going down the gears and be ready for the car to veer as you apply the brakes when you begin braking to come to a halt.

If you're tempted to splash out on alloy wheels check with the manufacturer which ones are suitable for your car.

Every time you go to your car, check it. Look out for liquid leaks underneath. Check your tyres look normal.

**Sue Phillips opened the May meeting** and introduced Roger Heafield who gave us a talk on the Wiltshire Air Ambulance.

Roger started his talk with a history of the Wiltshire Air Ambulance, which was started in Wiltshire in 1990 by Dr Pritchard. However air ambulances were first started in the UK in 1933 and in Somaliland in 1920, when the French realized that the quickest way to get a patient to hospital was by air. For the technically minded, the Wiltshire helicopter is a Bell 429 with a call sign of Helimed22.

The first use of an 'air ambulance' in Wiltshire was with the Police helicopter when they had to attend a traffic accident near Melksham so they took out the seats to accommodate the patient. Happily the lady survived. This was noted by Dr Pritchard who thought 'What a good idea' and initially set up the air ambulance shared with the Police helicopter. The calls for assistance had priority over the police call outs.

This went very well for 25 years until the police needed the helicopter more and the Wiltshire Air Ambulance decided to get their own helicopter. This of course caused problems as it costs a lot to buy and equip. The helicopter is green and yellow and can fly at 180 miles per hour and has a range of 450 miles before refuelling with 200 gallons. The helicopter can fly at night and the crew use night vision goggles. The crew consists of a pilot and two highly trained paramedics.

A call centre in Exeter monitors the calls and is able to send the air

ambulance to where it is needed, particularly for cardiac arrests. The Wiltshire helicopter is called out for patients in Wiltshire, Dorset, Somerset, Gloucestershire and further afield when needed. The patients are taken to the nearest hospital suitable for their injuries.

One third of callouts are at night, one in four are for cardiac arrests and 20% of calls are for road traffic incidents. In 2018, 1103 incidents were dealt with by the air ambulance and the Rapid Response Vehicle. From the initial call to getting to the incident is as little as 11 minutes. A recent trip from Semington to Salisbury was 7 minutes, a trip which would take one and a half hours if taken by road. The time factor saves lives and so many people owe their lives to the skill of the air ambulance crew. The helicopter is operational for up to 19 hours a day with an average of three lifesaving missions every day.

A recent heart-warming story is of a young man called Dylan, who was on his motorbike when an uninsured drunk driver crashed into him. Dylan had catastrophic injuries, a broken neck, two broken arms, broken ankle, internal bleeding and severed trachea and oesophagus. The paramedics and a doctor treated Dylan at the roadside before he was flown to the John Radcliffe Hospital in Oxford in under 10 minutes. Luckily for Dylan, not only had he had highly trained medical people looking after him but also the helicopter is one of only a few that can fly at night. After several operations and months in hospital, Dylan has recovered and vowed to raise money for the air

ambulance. So far Dylan has run ten marathons and raised a wonderful one hundred thousand pounds.

Another example of the dedication of the service is when the Novichok crisis happened in Salisbury. The car that attended had to be destroyed and the air ambulance had to be completely stripped out and cleaned before it could be used again. Of course this meant it was out of service for a while and this added to the cost.



At the newly built headquarters at Semington, five pilots and 11 paramedics are based. The building has a flight room overlooking the helipad and is next to the hangar, cutting down response time. There is also a wonderful training suite. One room has a facility to alter the temperature to re-create icy conditions or a heat-wave, conditions in which the paramedic might have to work. The crew can also practise treating patients in a noisy environment and making clinical decisions.

The highly specialised training that the air paramedics go through is part paid for by the NHS but the Wiltshire Air Ambulance have to pay the rest, another cost to be met. It takes a year for the extra training to be completed. The equipment is also very expensive, for example a CPR

machine, an Ultrasound machine and a fluid warmer are all carried on board. The CPR unit is particularly useful as when it is used it means that the paramedics can do other treatments while it is doing its job. Blood, O negative, is also carried as it is the universal blood type which anybody can receive. It is delivered daily by the Freewheelers, a motorcycle group who deliver blood, medical supplies and medical notes quicker than a car.

The Wiltshire Air Ambulance relies solely on donations as no Government funding is given. It costs three and three quarter million pounds a year to run the service. If everyone in Wiltshire paid towards the service, it would only cost £4.50 each, little enough for something we all may, but hopefully won't, need.

So, who needs the air ambulance? Do you drive? Do you ride a bike? Are you allergic to bees, wasps, peanuts? Sadly, you may one day need the service.

Ways to donate are straight donations, leaving a legacy in your will, setting up a direct debit as a friend, having a cake/bake sale or buying lottery tickets. All are easy and will help keep this valuable service in the air. There are also two excellent charity shops, one in Westbury and one in Devizes. As the Wiltshire Air Ambulance operates as a charitable trust every penny is welcome.

Roger also told us about a wonderful scheme run by Wiltshire and Dorset Fire Service called 'Stay Safe'. Targeting young drivers, it aims to educate them by showing rather scary films of accidents and giving talks on how easy it is to have a

mishap and need to call upon the emergency services. The message is to scare the youngsters and help prevent accidents. The Ministry of Defence also run a similar scheme for young soldiers called 'Survive the Drive'. Again, the aim is to prevent mishaps.

Roger gave a most interesting and enlightening talk and Sue thanked him with a small token of appreciation. As a gesture of thanks to Roger for coming to talk to us, a donation of £118 was given to the Wiltshire Air Ambulance obtained via the raffle and door takings from the April and May meetings.

After the raffle and a short break, Ray Robbetts, Chief Observer, told us that he was given a dashcam for Christmas and decided to go on a demonstration drive to show how to give spoken thoughts. He drove from his home in Wells to Clarks village, a 15 minute drive, telling us how to show the examiner that the Associate is aware of everything around him. He placed particular importance on IPSGA and mirrors, mirrors, mirrors!! It was a very instructive drive.

**The June meeting took the form of a 3-in-a-car event.** Peter Huntington introduced the meeting and explained that he had worked out four routes around Bath each taking about 20 minutes which could be done in both directions, thus giving plenty of options. He then divided the members up into Observers and non-Observers and proceeded to make groups of two or three to go out together making sure that there was at least one Observer in each car.

Unfortunately the weather was grey,

drizzly and dismal, so that headlights would be needed from the start. There had also been a lot of rain in the preceding few days so the roads were likely to be wet and slippery. Peter reminded everyone to allow extra space between them and the car in front to allow for the wet conditions – the Highway Code recommends double the distance in wet weather. Jeff Kinsler had brought his electric car and two members enjoyed their experience of travelling in it.

As the drives were completed everyone came back for more refreshments and discussion. The evening was enjoyed by all and it was felt that a lot had been learned. It also

proved to be a good training opportunity for new and current Observers. The attendance at the meeting was lower than usual but the reason for this was not clear. It could have been the fact that it was a 3-in-a-car meeting which members didn't feel like participating in, especially in such poor weather. A decision will be made later about holding a similar event next year, maybe in a slightly different format. Feedback on the event would be welcome with a view to deciding how to organise a future event like this. Please contact us on [newsletter@badam.org.uk](mailto:newsletter@badam.org.uk). In the meantime, the monthly 3-in-a-cars continue on Sundays in September and October—see page 15 for dates.

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## RECENT PRESENTATIONS



In April Don Escott presented Keith Dawson with his F1RST test certificate in the presence of his Observer, Val Czerny

Don Escott presented Eddie Ruskin with a token of appreciation for all his work for BADAM in the last year. This was presented at the April meeting as Eddie was unable to attend the AGM



At the May meeting Chris Poolman received his F1RST test certificate from Don Escott in the presence of his Observer, Ray Robbetts



## BATH FESTIVAL OF MOTORING 2019 and CLEAN AIR DAY

BADAM attended the Bath Festival of Motoring again this year and **we did well!** We gave out lots of leaflets and signed up six people (four drivers and two bikers) for the Advanced Course at a reduced rate of £99. Having never been able to offer the course like this before we are delighted to have had such a positive result and we look forward to welcoming our new Associates.

Although the weather wasn't too kind to us at the Bath Festival of Motoring and we found that the card machine packed up in the rain, we spoke to lots of people and many of those who didn't sign up on the day may well sign up in the future....we certainly had lots of positive interactions.



Ray Robbetts, Lindsay Flower, Anita Mills, Rosemary Tandy and Don Escott at the Bath Festival of Motoring

We also attended the Clean Air Day which was held in Kingsmead Square in Bath. In some ways this was a more challenging event as the venue is utilised by people wanting a quiet lunch / to walk their dogs / to let

their children play etc. However, we did some networking, particularly inside the Council, which may be helpful in the future. There was also an electric car which was the cause of lots of interest, including ours! Had we had the card machine, at least one other person would have signed up – so this is maybe a thought for next year?

We have had some learning points:

- 1) Always have a bike club with you. It seems that half the people who drive cars have a secret biker hidden inside them...
- 2) Always get hold of the card reader and do a £99 deal.
- 3) Find somewhere on the site where the card reader works before someone is trying to give you money...
- 4) Don't underestimate the effect of wearing clear IAM RoadSmart logo along with your name: people not only read it but they sometimes ask about it without any prompts.
- 5) Always have someone available to do demonstration drives. They prove popular.
- 6) Have lots of leaflets and walk among the crowds giving them out. They often provoke interest.
- 7) Take the opportunity to network. There will be lots of people there with info that may prove helpful.
- 8) Before the event, advertise that the Advanced Course of going to be sold at £99 instead of £149 at the specific event. Use social media, the newsletter, the website, mailshots.

9) At the event, try to get the course reduction fee announced over the tannoy.

This was the first time BADAM has attended an event and signed people

up on the day using a card reader. This is a break from how we managed events in the past, but it may well be the way for the future.

### *We Welcome New Associates*

<b>Paul Booth</b>	[Observer: Lindsay Flower]
<b>Cathy Gilmore</b>	[Observer: Anita Mills]
<b>Ranjan Talukder</b>	[Observer: David Major]
<b>Jessica Young</b>	[Observer: Alistair Andrews]

### **We Also Congratulate**

#### *IAM Test Pass*

<b>Alberto Casonato*</b>	observed by Thomas Flynn
<b>Eric Conway*</b>	observed by Val Czerny
<b>Christine Kneeshaw*</b>	observed by Lindsay Flower
<b>Christopher Poolman*</b>	observed by Ray Robbetts
<b>Jessica Young*</b>	observed by Alistair Andrews

[\*FIRST pass]

#### *IAM Local Observer*

**Andy Lee**

**Anita Mills**

**Ben Rushgrove**

#### *IAM National Observer*

**David Moreman**

## DRIVERS' REFRESHER COURSE

A member asked the committee if we had a Refresher Course because they were aware that their driving standard isn't what it once was, so we decided to create one.

The course is open to any full member of BADAM. Our goal is to help you to retain your hard-won skills or perhaps relearn them if too much time has passed since you took your test.

Participants will be allocated an Observer if they haven't already contacted one they know. They do not have to go with the Observer who trained them originally. Four sessions is the suggested amount but more may be appropriate if the Observer and participant feel that more time would be productive. There is no requirement to retake the test, but there is nothing to stop you either.

We are working hard to make your transition from one level to the next as smooth and rewarding as possible. Being able to demonstrate a skill to a high standard is enjoyable and this is especially true of driving. More skill leads to more safety and more enjoyment.

The Refresher Course is based around the advanced driving course but is compressed into four sessions. The subject matter from the current student logbook chapters is reordered and grouped as follows:

### Session 1: (Theory session)

Spoken thought

Human factors

Advanced driving is all about thinking. A comprehensive and fluent description of your drive will help the

Observer to know that you're thinking the right things at the right time. Understanding yourself and how circumstances affect the way you drive gives you the ability to make better driving decisions. The purpose of this session is to relearn how to articulate the system of car control (IPSGA) without the distraction of having to drive at the same time.

### Session 2:

Core driving skills

Manoeuvres

The purpose of this session is to put the spoken thought into action with figures of eight and easy driving.

### Session 3:

Junctions and roundabouts

Motorways and dual carriageways

The purpose of this session is to translate those core driving skills on to rural, suburban and faster roads.

### Session 4:

Cornering

Overtaking

Cornering and overtaking are at the higher end of the advanced driver skill-set. We leave this one until last to give you a chance to rebuild your skills so that we don't push you too hard. Even amongst advanced drivers there are a range of abilities. We want to help you go beyond the level you achieved before to fulfil your potential.

If you'd like to spend some time with an Observer to refresh your skills then please contact the group by email or phone. Contact the Chief Observer, the Associate Co-ordinator, or Thomas Flynn all of whose details are on the inside front cover.

At the end of the course you can, if you wish, have a drive with one of BADAM's National Observers and receive a certificate from the group in recognition of your commitment to improving your driving. If you wish to retake your IAM RoadSmart test after doing this course, there will be a test fee of £69 to pay.

We are not charging for this course but a voluntary donation would be gratefully received. This would help to cover any costs involved in running the course and also help us to achieve our aim of improving road safety by raising driving standards.

Thomas Flynn

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## NOTES FROM THE CHAIRMAN

**Going the extra mile 1.** We have all experienced people going the extra mile to help others. Your committee members often do the same. They are too numerous to name but we have been represented at two events recently, the Clean Air Day in Bath and at the two-day Bath Festival of Motoring. Both events were manned (and womanned!) by members of the committee who were not only there all day but who had to arrive early to set up the stand and be the last to leave having taken it all down again! Not to mention 3-in-a-car events, free Taster Sessions and monthly Group meetings. Where would we be without such generosity in people giving their time?

**Going the extra mile 2.** Elsewhere in *Advance* you will see the Welcome to new Associates and Congratulations on test passes. Look at the names of

the Observers – they all give their time willingly and at no extra cost to their Associates as do the others not mentioned in this edition as they are currently with Associates helping them prepare for the test. Look at the test passes. They are ALL F1st passes proving once again that BADAM knows what it is doing!

**Going the extra mile 3.** What can YOU do to go that extra mile for your Group? Help out at meetings? Offer your expertise to the Group?

**Going the extra mile 4.** We are in holiday season so many of you will literally be driving the extra mile. Remember to prepare your car and passengers before starting out and give the car, driver and passengers regular stops.

Safe driving  
David Sibley

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## IAM PRESS RELEASE

Driving with young children can sometimes be stressful when trying to keep an eye on both them and the road. With holidays in August and school runs in September in mind,

here are some tips from IAM RoadSmart's head of driving and riding standards Richard Gladman.

Child car seats are a must. A child must use a car seat until they are 12

years old or 135cm tall, whichever comes first. There are different legal conditions around the type of child seats you can use based on the age and height of your child. If you're unsure, seek professional advice from a child seat provider. You can find out more via <http://www.goodeggcarsafety.com/>

The child seat you use may need to be different from the one your friend who has the same aged child has. This is because your car seat needs to be in line with the legal requirements for your child's height and weight.

Car seats often get worn, so be sure to check for any wear and tear. Take a look at the manufacturer's tag to check the expiry date.

Make sure the seat is suitable for your child as well as it being compatible with your car. ISOFIX is the international standard for attachment and most modern vehicles have compatible mounts. If your car seat is secure, there shouldn't be room for it to move around. If you have any doubt, it's always best to seek professional advice.

Always install the restraint on the back seat of your car where possible. If the front is the only option, ensure the front passenger airbag controls are disabled by taking your car to a garage.

Small children are more at risk of spinal cord injuries in a front facing seat, so make sure you place them in a rear facing one for as long as necessary.

Toddlers don't like to sit still, so will try to get their arms out. Double check the harness is the correct

height and pulled comfortably around your child. If you are in any doubt, seek advice from a professional.

Check regularly to see that your child is still strapped in correctly and if you are unsure, pull over somewhere safe to confirm this. Keeping your child occupied can avoid them being tempted to try and wriggle out.

Make sure your child is as comfortable as possible and take off any thick coats as they can interfere with the correct operation of the child seat in a collision. Consider getting an extra child rear view mirror if you like to keep an eye on what's happening on the back seat. Make sure it doesn't obscure your forward view.

Pack for success. Bring your child's favourite toys, games or books to keep them entertained whilst riding in the car. Playing games such as 'I spy', allows the child's focus to be on the surroundings, making it easier for you to get to your destination. Be careful not to get distracted yourself.

Pack lots of small and healthy snacks. In case of a delay you want to be prepared. Keeping a cooler bag with you packed with nibbles like carrot sticks, grapes, raisins, juice boxes is a great distraction.

Plan your journey. Try to arrange stops with the children in mind and let them burn off some energy.

Richard said: "If travelling a long distance try to arrange your travel to coincide with nap time or bed time – this may make for a more relaxing drive for you and the children. For short journeys encourage simple games. It not only distracts but can be educational too."

## 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, 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. See page 3 for further details.

*Please note that there will be no separate Skills Training talk on this occasion*

**Sunday, 22nd September.** 3-in-a-car event at Lansdown Park and Ride, BA1 9BJ, meeting at 09.30 for a 10.00 start and finishing at 13.00. See page 19 of *Advance 175* (available on the website) for more details.

**Tuesday, 8th October.** 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. This talk has been deferred from April.

**Sunday, 20th October.** 3-in-a-car event at Odd Down Park and Ride, BA2 8PA, meeting at 09.30 for a 10.00 start and finishing at 13.00. See page 19 of *Advance 175* (available on the website) for more details.

**Tuesday, 12th November.** Chief Observer, Ray Robbetts, will give us a talk on Winter Driving with tips on how to prepare for driving in bad conditions and how to deal with difficult situations on the road. He will follow this with his Skills Training session.

**Tuesday, 10th December.** Christmas evening – buffet and quiz. Further details will be announced in issue 177 of *Advance*, due in November, and on the website.

*Please note that there will be no separate Skills Training talk on this occasion*

**Tuesday, 14th January 2020.** This meeting will take the form of an Open Forum with an expert panel of National Observers. Please come prepared with questions for the panel, or submit them to a committee member beforehand. This will be especially relevant for Associates and will replace the normal Associates' Session.

**Tuesday, 11th February.** The speaker will be Stephen Wilkinson-Carr who is a RoSPA Senior Tutor and a motorcyclist. He will be talking about Understanding and Avoiding SMIDSY (Sorry Mate, I Didn't See You) Collisions. This is an important topic for any car driver. His talk will be followed by the Chief Observer's Skills Training session.

***It is a requirement of their training programme that, whenever a 'Chief Observer's Skills Training session' 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.

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.