

SIX P O I N T SIX

April 2014

website - <http://www.colchester-iam.org/>



A view of the magic roundabout at greenstead another one of the major roads in our area



***The Colchester Group of
Advanced Motorists***

affiliated to The Institute of Advanced Motorists



EDITORS NOTES:

Welcome to the April edition of Six Point Six for 2014. This edition contains articles on why some accidents occur plus another part from Peter Soul

A WARM WELCOME TO OUR NEW MEMBERS

Allen Toms, William Davenport, Elliott Semmence

WHY IS IT CALLED 6.6?

Did you know at 30 miles per hour you are travelling at 6.6m every half a second? This means if it takes you half a second to react, you have travelled another 6.6m – that is why planning is better than reacting. 6.6 magazine's title reminds readers of this fact.

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John Holmes
Editor



MEETING REPORTS

February

A very topical subject this month as it covered driving through water.

Pat went through some of the important things to consider. The location of the air intake is important as water should remain below this level because if any water gets in the engine then serious damage will be caused. Consider the width of the road, pot holes are hidden and are normally at the edges so where possible drive in the middle. Often you can tell how deep the water is and can see how long the hazard is if not then consider walking the route. Drive steadily but slowly through the water, keeping the revs up will ensure no water gets into the exhaust. Consider other people both pedestrians and other road users.

A point was raised about aquaplaning. Aquaplaning occurs when water builds up in front of a tyre to the point where it lifts the tyre off the road and all adhesion with the road is lost. This can happen to any type of road vehicle with pneumatic tyres, even bicycles, at speeds dependent upon the vehicle's tyre pressure and so it is important it is to have all tyres correctly inflated at all times, because low tyre pressure means low aquaplaning speed. The basic formula is 'nine times the square root of tyre pressure'. This gives the approximate speed where aquaplaning will occur. Thus where the tyre pressure is 36psi, $=6 \times 9 = 54$ mph.

The meeting finished with a raffle organised by Ron



March

The topic for this month was first aid given by our chairman Pat and it was mainly focused on road traffic accidents but all information given can apply to most circumstances we could come across.

If you come across a road traffic accident the most important element is your safety, park your car preferably at an angle with hazard warning lights on and a warning triangle 50 metres up the road. If you have a high visibility jacket then wear it. Switch off engines and do not smoke in case of fuel leakage. Assess the scene and give priority to the worst casualties, if there are other people around give them something to do, get someone to call the emergency services on either 999 or 112. Unless people are trapped or unable to move get them out of the way and off the road to prevent further harm. The quite casualties are probably the worst injured, reassure the injured ones that help is on the way. If a motorcyclist is involved and they are not moving do not take off the crash helmet unless it is absolutely necessary.

R - Response. You now need to ascertain if the casualty is conscious. Ask them to respond to a simple question like "Can you tell me your name?" If they are unable to respond verbally, they may be able to respond to other simple commands like "Can you open your eyes?"



Some of the audience

A - Airway. You should ensure that your casualty's airway is open and unblocked. If they are unconscious, tilt the head back and lift their chin to open the airway.

B- Breathing. You need to establish if your casualty is breathing normally - look, listen and feel for breaths.

C- Circulation. Look for signs of severe bleeding once the other checks have been made. Pressure should be applied to the bleeds and the affected limb raise above heart level. The casualty should be monitored and treated for signs of shock.

The emergency services should be with you within a short time to take over.

The evening finished with a raffle draw.



Angela Ferriby receiving her certificate from Pat



Robert Gillett receiving his certificate from Pat



TIME FOR ACTION ON OLDER DRIVERS

The IAM is calling on the government to introduce a national strategy of driving health checks and better information for elderly drivers and their families.

The call comes after a poll showing that forty-two per cent of the population are worried about an elderly relative driving, yet they are unlikely to do anything about it.

The IAM and Vision Critical poll of 1297 people shows that while concern about elderly drivers is evident, acting on our concerns is another issue. Fifty-eight per cent of those concerned did nothing about it.

When we do talk to our relatives about their driving it does not always go down well. Of those that had done this, nearly half of respondents (47 per cent) were met with negative reaction.

IAM chief executive Simon Best said: “Talking to an elderly relative about their driving is a difficult conversation to have. Driving is associated with independence, so giving up the car keys can be a very stressful process. This is especially true for drivers with dementia as they often underestimate the impact of the condition on their driving skills.

“Voluntary online and on road driving assessments will provide an unbiased view and help everyone make the right decision at the right time. We are finding while there are some elderly drivers who should not be on the road, most get it right and as many as 15% give up too early.”

“But with ever increasing numbers of elderly drivers, this is a growing mobility and road safety issue that won’t go away. The government needs to act now.”

The IAM wants:

- A government action plan for older drivers
- Widespread availability of voluntary on road driving assessments
- More car manufacturers considering older drivers in vehicle design
- Better information and online assessment tools for older drivers, their families and health professionals
- Road designs that make it easier for older drivers to keep driving

There are now more than four million drivers over 70 years old, a figure that is set to increase to 5.8 million in 2032.



ONE IN TEN CRASHES CAUSED BY DISTRACTIONS

The IAM is warning drivers about the dangers of distracted driving after research found that nearly one in ten (9%) of drivers admit to crashing their cars because they were distracted. Just under one in twenty drivers (4 per cent) say that someone was injured in the crash.

The IAM/Vision Critical survey, which polled nearly 1500 regular UK drivers aged 18 years and over, also found that of the 500 drivers who admitted to having a near miss, almost one in five (18 per cent) then went on to have a crash.

The most common distractions are:

- Children in the car (29%)
- Changing the radio channel (27%)
- Back seat drivers (26%)
- Mobile phone use (24%)
- Sat nav (15%)
- Attractive pedestrians, drivers or passengers (14%)

Our most crash-prone drivers come from London and the South East, where 14 per cent of drivers admitted to distraction crashes. The lowest crash rates are in Wales (3%), Yorkshire and Humber (4%) and South West England (5%),

Men are nearly twice as likely to crash because of a distraction than women (11% and 6%).

IAM chief executive Simon Best said: “If you think you can multitask and drive then think again. Using mobile phones and other distractions were a factor in more than one hundred deaths on our roads last year, every one of them avoidable.”



ONE IN TEN DRIVERS ADMIT TO AUTOPILOT

The IAM (Institute of Advanced Motorists) is urging motorists to beware of the perils of driving on autopilot following research which shows that one in ten drivers are often unable to remember their entire car journey.

The poll of almost 1500 drivers, carried out by Vision Critical on behalf of the IAM, also revealed that fifty-four per cent of drivers admitted to missing a turning because they were distracted. A further 14 per cent of drivers are quite often unable to recall any part of their journey in the car.

Younger drivers (18-25 year olds) are the most likely to be in danger of distraction. Thirty-five per cent stating they couldn't recall any part of their journey, often or quite often. In comparison only five per cent of older drivers (65+) admitted to not remembering their journey.

Driving on autopilot appears to differ by region too. Twenty-two per cent of Londoners are less likely to recall any part of their journey, compared to only 11 per cent of Scottish drivers, and 10 per cent of drivers in the South West.

The survey also found that this behaviour had a significant impact on performance:

- Fifty-four per cent of drivers admitted to missing turnings because of it.
- Keep your eyes moving
- Make concentrating on the road ahead your main priority
- Roll down the windows for some fresh air
- Plan your journey to include a stop at least once every two hours.
- If you feel drowsy, stop at the next service area and stretch your legs
- For longer journeys, where possible, share the driving with another driver
- Make sure you drink enough fluids.

IAM chief executive Simon Best said: "It's all too easy to get behind the wheel and zone out completely. Being distracted enough that you miss a turning is a sign that driving is a task that has fallen too low in your brain's priorities. While we all have other concerns and stresses in our lives which can take precedence in our minds, the act of driving should remain your biggest priority when behind the wheel."

"The fact is it takes too long to react appropriately if you are not concentrating on driving. Being distracted can have serious consequences, it could mean that you're less likely to see that cyclist or child running out until it's too late."



TIRED DRIVERS ARE A RISK TO THEMSELVES AND OTHER ROAD USERS

1.4m drivers with syndrome are at risk of falling asleep behind the wheel

RAC and Sleep Apnoea Partnership Group join forces to alert drivers to the dangers of daytime sleepiness

Motorists in the UK need to be aware of a potentially fatal sleep disorder that research indicates may be responsible for up to a fifth of all motorway accidents in the UK1.

The RAC is making the call for better awareness and has joined forces with the Sleep Apnoea Partnership Group to alert drivers to the issue and the dangers of falling asleep at the wheel.

Obstructive sleep apnoea syndrome (OSAS) is a severe form of sleep apnoea which is characterised by symptoms including excessive daytime sleepiness. OSAS is a serious condition where the muscles in the throat relax too much during sleep, obstructing the airway, which causes the sufferer to temporarily stop breathing and consequently repeatedly wake up to start breathing again. The sufferer is usually unaware this is going on and it can occur hundreds of times in a night, leading to daytime sleepiness and other serious health problems.

As a result those drivers who have the condition, but who are not being treated, are at risk to themselves and other road users as they are six times more likely to have an accident² than other drivers.

In Britain, 5% of the adult population are thought to have undiagnosed sleep apnoea, of which about a quarter have the more severe form of the condition, OSAS.

While 400,000 people have been diagnosed and are being treated for the condition, it is believed that up to 1.4 million drivers have not been diagnosed and may be at risk of falling asleep at the wheel without knowing why.

And, according to the Sleep Apnoea Partnership Group, in tests of simulated driving, sleep apnoea patients had a driving performance at least as bad as drivers over the alcohol limit.

1 Andersen ML et al. Sleep Med 2010; Apr 26 [Epub ahead of print].

2 Research carried out as part of the Sleep 4a Healthy Life programme, run by ResMed in the USA.



But while there are serious concerns about the danger this creates on the UK's road network, effective treatment is available which can address the symptoms very quickly and will enable patients to once again drive safely.

RAC technical director David Bizley said: "This issue should be a real concern for anybody who drives a vehicle, whether it's a car, a van or a heavy goods vehicle (HGV). In fact, an activity such as driving on a motorway can exacerbate the problem as it can be extremely monotonous and hypnotic, particularly if you're already feeling sleepy.

"There is a real need to raise awareness of this issue, particularly among employers who run fleets of vehicles, whether company cars or delivery vans. The consequences of falling asleep at the wheel can be catastrophic, both for the driver themselves and anybody in their vicinity.

"But it's also important to emphasise there is a solution as very effective treatment is available. If you suspect that you may have the condition, speak to your GP and get it checked out."

Professor John Stradling, a leading sleep clinician and member of the Partnership Group, said: "There is a real lack of awareness by motorists, and sadly also by doctors, not only of the condition, but also of the availability of highly effective treatment. The usual treatment is to use a simple continuous positive airway pressure device while asleep which has a very positive effect on many aspects of people's lives, in particular, abolishing the sleepiness.

"To date, the Partnership Group has been focused primarily on commercial drivers and we are working with some of the larger employers to encourage their support for drivers, concerned they might have OSAS, being tested and treated if necessary.

"Typically, sufferers are often overweight and that extra weight around the neck puts pressure on the throat. A sedentary kind of lifestyle only makes the condition worse, and people who spend a long time behind the wheel seem to be especially at risk."

Cases of OSA and OSAS have increased as levels of obesity have risen. Nocturnal symptoms include loud snoring, pauses in breathing, occasional choking sensations and restless sleep. In the case of OSAS further symptoms are present, most notably daytime sleepiness and reduced ability to concentrate. If this sleepiness is sufficient to impair driving, the sufferer must notify the DVLA and will be advised to stop driving. However, patients with OSA but without daytime sleepiness sufficient to impair driving do not need to contact DVLA and can continue to drive.



It often takes some time before sufferers become aware they have the condition and seek help, and the RAC estimates that as many as one in 20 drivers on the UK's roads today may be unaware they may be suffering from OSAS and consequently risking accidents, and potentially their lives, each time they get behind the wheel.

But the good news is that studies have shown, that once sufferers are successfully treated, they are no more likely to have road traffic accidents than anyone else.

Prof Stradling adds: "We fully understand that there is a very reasonable concern among drivers about losing their driving licence, but the treatment available today is very effective and need not necessitate a long period of time off the road. We agree with the RAC's call for both better awareness, and improved diagnostic and treatment facilities for those concerned they might have OSAS."

The Sleep Apnoea Partnership Group is an organisation that comprises of clinicians, academics, charities and other interested parties with the objective of increasing awareness of the condition.

Following a recent collaboration between the Partnership Group and the DVLA, a document has been developed that provides clear guidance on driving with OSA and OSAS. The full document can be found at <http://www.sleep-apnoea-trust.org/driving-and-sleep-apnoea.htm>, and the DVLA's summary at <https://www.gov.uk/government/news/motorists-warned-about-dangers-of-untreated-obstructive-sleep-apnoea-syndrome>.



VEHICLE DEATHS AT AN ALL-TIME LOW 30 YEARS AFTER SEAT BELT LAW

Since it became compulsory to wear seat belts in the front seat on 31 January 1983, fatalities in vehicles have fallen to an all-time low.

RAC analysis of 30 years of Department for Transport road casualty statistics shows that at the end of that year 2,245* people lost their lives in vehicles whilst 28,331 were seriously injured.

In 2012, the latest figures available, fatalities had fallen to 888 – a 60% reduction of 1,357 since 1983 – and serious injuries are down to 9,258 – a 67% reduction of 19,073.

While vehicle safety technology has advanced dramatically in this time with the introduction of airbags, anti-lock braking systems, side impact protection, improved structural design and other safety features, seat belts have undoubtedly made a big contribution to saving lives. The law requiring front seat passengers to wear belts was followed by further legislation requiring children in the back of vehicles to wear seat belts in April 1989 and then adults in the rear seats to wear belts on 1 July 1991.

RAC technical director David Bizley said: “Clearly a number of factors have contributed to the reduction in the number of in-vehicle fatalities in road accidents. Technology and better design have made cars much safer in crash situations than they were 30 years ago and enforcement has also changed dramatically with the introduction of both fixed and mobile speed cameras.

“It’s important to remember that the number of lives lost has decreased dramatically despite the fact we now have 14m more vehicles on our roads today than we had back in 1983**.

“If we cast our minds back to 1983, not everyone could see the benefits of wearing a seat belt. Today, however, seat belt wearing compliance is extremely high by virtue of the fact fastening the seat belt has become automatic for almost everyone getting into a car, something which has become ingrained behaviour in each successive car-using generation.

“We should look upon the introduction of the law making the wearing of seat belts compulsory as a key milestone in our motoring history as it resulted in a step-change in our safety in vehicles. Nevertheless, over those 30 years 57,300 people still lost their lives in vehicles and 642,396 suffered serious injuries.

“We now have to ask ourselves where further reductions in road-related deaths and injuries are going to come from and action to improve the safety record of younger



drivers has to take top priority. The Government's decision to delay indefinitely the green paper on this subject is particularly disappointing.”

Young drivers aged under 25 make up 25% of all those drivers killed or seriously injured on the road network, but account for only 8% of licence holders. They also drive, on average, less than half as far as those aged over 25. This is a problem that needs to be addressed urgently.

The RAC has for some time been calling for a reform of driving education for young people and the introduction of graduated driving licences with a minimum supervised learning period and restrictions on the number of passengers permitted in the car so this is a very positive step towards preventing the loss of young lives on our roads.

David Bizley added: “While the issues surrounding young drivers are indeed emotive and varied, it is essential not to lose sight of the fact that they are still the most likely group of drivers to be seriously injured or killed on the roads.

“Our research shows that young drivers are willing to consider extra training and many admit to feeling nervous and anxious about driving at night, on motorways and in adverse weather. They also pay the price for their relatively high safety risk in very high insurance premiums, but we know that telematics ‘black box’ technology can lower premiums for those consistently demonstrating safe driving as well as playing an important role in helping to reduce accidents involving young motorists.

“We want to see concerted action from the Government, insurers and other stakeholder groups to address a problem that is a top priority for improving safety on our roads. Further delays could lead to yet more lives being lost.”

RAC Report on Motoring 2013 young driver statistics:

- 30% admit they did not feel confident having passed their driving test
- 53% of young drivers would have liked supervised driving practice on the motorway as part of learning to drive
- 53% admit they are sometimes nervous about driving in adverse weather conditions
- 35% of young drivers felt the standard driving test does not cover all the skills required to cope with the demands of driving today
- 45% would have liked to learn more about safe driving at school



A PHYSICIST WRITES . . .

This is an instance of a regular column Peter Soul writes for the Thames Valley IAM group

Which items in a car are critical for your safety? Tyres and brakes, certainly; and after these, the lighting, I would say. If I notice a vehicle with a rear light or brake light out of action, I feel that I must take any safe opportunity to tell the driver. Incredibly, sometimes you even see two brake lights missing, out of three: how many months since they were checked? And why hasn't anyone else done the decent thing (and also the self-preserving thing, if you want a clear warning that the car in front is braking) and let the driver know that he or she is two lights down, with one to go (after which you will get no warning at all)? As for driving with a failed headlight, the excuse for this can't be that I wasn't aware of it, officer. It must be that the garage is booked up solid for another fortnight, sorry.

Is it only me who feels real alarm at seeing a car with a headlight out, and even more so if the sidelight has gone as well (which is often the case)? At night, you could easily glance at such a car, think it's a motorbike and make a serious error in aiming to pass it by. And with the driver being so carefree about being visible, what else might he be careless of? Anyway, here's a suggestion: if your repair-shop is going to have to replace a bulb for you, ask them to change the opposite one as well (as it's probably won't be long otherwise before this burns out too) – saving you time, money and another period in peril.

Well, you can imagine how relieved I was, last year, to find that my new (2010 registered) VW Golf possessed not only a dashboard warning-light to indicate any dead bulb, but also (in spite of its recent date of manufacture) bulbs that I could replace myself! Yes, I checked each different one. But you may be able to guess what happened in the next episode of the story. I thought: this Golf's a popular modern motor, should be easy to get a set of spare bulbs specifically for it. How wrong I was. Even the VW dealer in Reading offered me only a general set containing a random selection of bulbs.

Of course by then I knew exactly the nine types that I needed, and I wasn't going to let the hunt for them defeat me. I found them variously at Halfords, at VW again, at a Motorists Discount Centre and on Amazon, where I finally tracked down the unusual silvered front-indicator bulb, strangely described as a BMW Genuine Headlight Bulb (though definitely the right one for me, from its look and its part number) and painfully priced at £21. It occurs to me now that Amazon could probably have supplied all nine bulbs, if I had looked there first.

I guess the manufacturers are to blame for this chaos by not standardizing, or rather, not continuing with the system of a few standard bulbs that I'm sure existed years ago (even if the actual list of bulbs might have needed to be



updated since). And what a nonsense it makes of the legal requirement, as stated on countless travel websites, that a complete set of spare bulbs must be carried when driving in Spain.

Of course, it's a good idea to try to gather them together for driving anywhere – but really, is a policia ever going to stop you and check (somehow) that they are all present and correct? And even given that they are all there, if a bulb then blows and you replace it on the spot, you will have an incomplete and hence illegal spare set. To avoid this situation, you had better stock up with two of ... wait a minute: I've just come across an RAC webpage, dated last August, advising that it is no longer compulsory to carry spare bulbs in Spain. I'll leave this confliction with you.

If I switch topics now to fuel consumption, please don't ask how the Golf compares with my old Corolla, for miles per gallon: I've no idea! I never looked up the 'official' figures for consumption, nor have I tried to measure it. My reasoning is that mpg varies greatly from one minute to the next, depending on the road and how I'm driving along it, and so any useful number for comparison purposes would need to be an average, worked out over a long journey (or over a year) that I could exactly repeat, which I couldn't.

And who buys their fuel by the gallon anyway? But all this is just my view of consumption figures. I'm sure many drivers are comfortable with mpg, and understand how to compare the numbers ... but forgive me if I just test this last notion on you: let's say (purely hypothetically) that my Corolla averaged 46 mpg, and that the Golf is an improvement at 60 mpg. And suppose that you too have changed cars, from a gas-guzzler that only achieved 21 mpg, to one that does rather better at 25 mpg. Assuming we cover the same annual mileage, which of us will save more money in petrol with their new vehicle, you or me?

So that you don't read straight on to the answer, I will mention here that while writing this column I have been thinking that something is missing from its first couple of lines. And I've just now realized what – the driver! How can anything be more safety-critical than the ability of the person at the wheel?

Back to consumption: if I tell you that one of us saves 50% more in fuel than the other (by changing cars), does this help you decide who it is? Surely my big jump in mpg far outweighs your small one? No: your annual bill drops by many more pounds than mine. One reason is that yours is more than twice as big to start with. But what makes the answer so unintuitive is that consumption was stated in miles per gallon, when it should logically be gallons per mile. Or better still, litres per 100 miles (lphm, I'll call it). Let me convert the numbers in the second paragraph above, for you: my consumption improved from 9.9 to 7.6 lphm, yours



from 21.7 to 18.2 lphm. It's not hard to see now that you will be saving more litres than me (over any given distance).

Did you read the story last year about the Italian who drove his silver Golf to Munich for the Oktoberfest? I felt such sympathy for him: he parked in a side-street, but forgot where. He searched for five weeks on and off, visiting by train in order to tour the city by tram, until the car was noticed by a resident who had seen his desperate advertisement in a local paper. Here's the problem, then: how to make a Golf stand out, whether its colour is light (like the Italian's) or dark (like mine)? I fear the only sensible answer is to paint contrasting stripes on the roof...

Peter Soul



ASSOCIATE INFORMATION

As at 28th March there was four associates awaiting an observer to come free; as soon as there is an observer free to take you on, you will be contacted and your first drive arranged.

The observed drive is not the only aspect of training, the training meetings are equally important and much essential information is obtained from them. Associates are reminded that attendance at these is mandatory and also demonstrates their commitment to the idea of advanced driving and the Colchester group.

While you are waiting to start the practical side, please read your copy of PASS YOUR ADVANCED DRIVING TEST. This will mean that when you do start you'll have a good idea of what's involved. If you want to ask any questions please feel free to give me a call, otherwise I am usually at the group meetings and will be happy to talk to you there.

Would all associates taking the test please let their observer know what the test date is and let me know the result. You may think HQ Test Examiners keep us informed, but it is not part of their brief so we will not know otherwise. Many thanks.

Our list of Observers

Pat Corps *	Louisa Davenall
Ralph Young*	Vicky de-Vries*
Brian Davies	Sarah Woodcock
Ian Scott-Thompson	

*DENOTES SENIOR OBSERVER

CONGRATULATIONS

Matthew Harmer passed on 1st February his observer was Louisa.

Bob Gillett passed on 26th February his observer was Louisa.

Angela Ferriby passed on 3rd March her observer was Louisa

Brian Davies
Associate co-ordinator











SIX POINT SIX



CONTACT DETAILS






Colchester Group of Advanced Motorists - President: Ralph Young

COMMITTEE			
<u>Chairman</u> Pat Corps			
<u>Honorary secretary and Deputy Chair</u> Robert Jezierski			
<u>Membership secretary</u> Heather McCabe			
<u>Honorary Treasurer</u> Robert Murray			
<u>Associate/Observer Coordinator</u> Brian Davies			
<u>Webmaster</u> Rob Wilson			



SIX POINT SIX



<p><u>Newsletter Compiler</u> John Holmes</p>			
<p><u>Events co-ordinator</u> Barry Alexander</p>			
<p><u>Minutes secretary</u> Louisa Davenall</p>			
<p><u>Catering</u> Ann Hardwell</p>			
<p><u>Shop & Raffle</u> Ronald O'Hare</p>			



EVENTS

All evenings are for all members and associates, these will be held at:

Marks Tey Parish Hall
Old London Road.
Marks Tey,
Colchester
CO6 1EN

All meetings will be held in the small room
except April, June and November
which will be held in the council
chamber

It is a requirement for associates to attend training sessions to enable them to be familiar with advanced driving techniques and skills, prior to, and alongside their observed drives. It is also important that those of you who have already passed your advanced test attend, to further your skills as an advanced driver

2014

April 15th	Group meeting training night followed by Observers training
May 20 th	Group meeting –more on tyres from North Essex tyres (provisional)
June 17th	Group meeting training night followed by Observers training
July 15 th	Group meeting details to be finalised plus AGM
August 19 th	Group meeting training night – practical manoeuvring
September 16 th	Group meeting details to be finalised
October 21 st	Group meeting training night
November 18th	Group meeting details to be finalised
December 16 th	Group meeting training night

All meetings start with tea and coffee

Training nights start at 7:30 and may include a raffle; followed by Observer training at 9:00

Other night's doors open at 7:30 for an 8:00 start and include the buying of raffle tickets