

SIX P O I N T SIX

December 2014

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



John McCabe dressed for his talk on wartime Colchester



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

affiliated to The Institute of Advanced Motorists



EDITORS NOTES:

Welcome to the December edition of Six Point Six for 2014.

This edition contains articles about regulations pushing fuel economy, Dartford tolls and concerns over possible issues with new process for checking taxing.

The committee is always on the lookout for people who can give interesting talks at one of our meetings. If anybody knows of anyone who can give a talk or have any suggestions for the subject of a talk then please contact any committee member

A WARM WELCOME TO OUR NEW MEMBERS

Simon Barry, Ian Sach and Nicola Machin

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

OCTOBER MEETING

Our chairman Pat sent his apologies as he could not attend the meeting and so Robert the vice chairman took the meeting. The subject of the meeting was winter driving.

The meeting started off with the vehicle checks. **P. O. W .E .R.** (Petrol (fuel) Oil Water Electrics Rubber)

Petrol - ensure you have enough fuel for your journey; consider that if you are on a long journey that there may be hold ups along the way due to adverse weather. Check the weather forecast before you set out.

Oil - Check your oil level and top up if necessary with the manufactures recommended lubricant, check brake fluid and power steering fluid.

Water - Check the coolant level and ensure you have sufficient anti-freeze at the correct strength, also check the window screen washer fluid and when topping up use a suitable screen wash additive mixing to the manufactures recommendations.

Electrics - Check all bulbs are working and that the battery is in good condition.

Rubber - Check tyres have sufficient tread depth and correct tyre pressures do not forget to check the spare tyre if your car has one, check the condition of the wiper blades

Before setting off make sure all windows are clear of ice and snow, brush off excess snow from the vehicle and clean headlights and taillights. Adjust the interior ventilation blowers as necessary and set controls of the heater.and replace if necessary.

Consider any extra items you may need to take in your vehicle. A blanket for warmth if you was to breakdown or become stuck, hat and gloves, a thermos flask with a hot drink or soup, a torch, a shovel and some sacking or some rock salt might just keep you moving, a florescent jacket for your visibility if you need to get out of your vehicle, make sure your mobile phone is fully charged, and not to forget Pat's favourite a tea light candle because if the worst happens and you have to spend the night in your car lighting one of these will prevent the inside temperature dropping below freezing.

Use all the vehicle controls gently and smoothly and drive with a safe distance between yourself and the vehicle in front, remember it can take up to 10 times longer to stop on an icy road.

As part of the session there was a great deal of discussion including all the different parts that had a dip stick to check levels



Robert in full flow at the meeting

The meeting finished with a raffle.

Safe winter driving to you all.

NOVEMBER MEETING

The meeting was a talk and presentation by John McCabe on Colchester during the first and second world wars.

John started off by showing the group a map of Colchester from 1948 and we could quite clearly see how Colchester has changed to the present day. Although the town centre was very similar the main roads on the outskirts have been introduced in later years. As you can imagine maps were very hard to come by during the wars in case they fell into the enemies hands.

Air raid wardens and fire wardens had to carry ID cards signed by the Chief Constable. John showed us pictures of Colchester castle and how it was used as an air raid shelter, the castle vaults were used as a shelter and trenches were dug into parts of the grounds, trench shelters which were very basic. Other types of shelters used were Morrison shelters, Anderson shelters and Surface shelters.

A map was shown to the group outlining defences around Colchester which consisted of pillboxes, machine gun nests and anti tank ditches. The first bomb to be dropped in England during the 1st world war landed in Butt Road Colchester and in 1916 a L33 Zeppelin crashed in Little Wigborough. On the raid it was damaged by anti-aircraft fire and was forced to land at New Hall Farm, Little Wigborough, only twenty yards from a nearby house. The occupants of the house, a man, his wife and three children ran for their lives as the airship hit the ground. The crew ran from the craft and shortly after it exploded, Special Constable Edgar Nicholas, who lived nearby, made his way to the scene and came across the crew walking along a road. They identified themselves as the Zeppelin crew and he arrested them. Other officers later joined them and the local constable, Pc 354 Charles Smith, arranged for the prisoners to be handed over to the military to be taken off to a prisoner-of-war camp.

In February 1918 rationing was introduced in England and street furniture was painted with white lines so it could be seen more easily during the black out. A large water tank was placed in the high street as the town's main water supply from Jumbo could not cope to put out all the fires. Paxmans started the manufacturing and construction of paravanes. John showed us slides though out his presentation.



John had dressed the part as an air raid warden complete with helmet and demonstrated how a whistle was used for an air raid and a rattle for the threat of gas, he then followed on to show a military gas mask which was worn on the front of the body.

Many thanks John for a very informative insight to how Colchester coped during the wars.



CHANGES TO DRIVING LICENCE

From January 2015 the paper part of the driving licence will officially disappear as the Driver and Vehicle Licensing Agency (DVLA) continues its aim to digitise motorists' records.

Anyone who has an old style paper driving licence issued before the photo card was introduced in 1998, the DVLA says this change won't affect you, and you should keep your licence. The next time you need to update your name, address or renew your licence, you will be issued with a photo card only." The DVLA confirmed that there would be no charge for changing an old style paper licence to a photo card licence with a change of details.

Those who have the photo card should continue using it, remembering to renew it when necessary (gov.uk/renew-driving-licence). Motorists could face a £1,000 fine if they are caught with an invalid licence. When DVLA stops issuing the counterpart of the driving licence, those drivers who already have a counterpart may destroy it. However, once the motorist has the photo card licence, they will have to pay £20 each time it is renewed (every 10 years). Paper licences do not need to be renewed.

Anyone over the age of 70 will need to renew their licence every three years, updating it with any medical conditions. This is free of charge. "If a driver updated their licence with a change of address, name or notified a medical conditions then the updated licence issued will be a photo card licence.

Holiday-makers hiring a vehicle abroad should speak with the hire company before leaving. "The old style paper licence will continue to be valid and the DVLA are able to confirm to a company, with the driver's permission, the driving entitlements they hold. However, drivers may wish to check with the car hire company their requirements for proof of driving entitlement before travelling."

Entitlements, penalty points and the status of your driving licence won't change.

For organisations and businesses that check the driving licence counterpart the DVLA is developing a new digital enquiry service for launch later this year that will allow organisations and businesses (such as employers and car hire companies) to view information they can currently see on the driving licence counterpart. This new service will be offered in addition to the existing services, but is designed for those who have a business need for real-time access to the information and may not wish to call DVLA or be in a position to use an intermediary. Driving licence information via this service will only be made available to those who have a right to see it, and with the knowledge of the driving licence holder.



MOTORWAY SERVICES LEAVE BAD TASTE IN MOUTH FOR DRIVERS

Motorway service stations should stop taking advantage of motorists by charging a premium for products but delivering a budget level service. These are the findings of research by the RAC which found the main reason drivers stop at motorway service areas is to visit food outlets (75%) – second only to answering a call of nature (99%).

However more than half (56%) say they do not find visiting services a pleasurable experience and a further 88% believe they represent poor value for money, while 46% only rated customer service at motorway services as average.

The RAC, which surveyed more than 1,200 motorists on the RAC Opinion Panel, says operators are missing an opportunity as the average spend at a UK services is only £5 to £10, probably due to the fact 71% say they spend as little time and money as possible when they visit.

The RAC believes there is a real opportunity to provide better value for money and transform the experience for visitors, who may then be more inclined to increase the amount they spend.

The experience of motorists of services in the UK contrasts strongly with their views on driving elsewhere in Europe. Sixty per cent of those surveyed said the overall approach to services and rest areas was better in Europe.

Motorists also say there should be fewer restrictions on parking times as 38% feel operators are making money unnecessarily, exploiting the need for drivers to rest mid-journey. In fact 84% say motorway services should introduce free long-stay or overnight parking, as available on the continent.

The research follows data from the RAC released in October that showed motorway service station fuel is on average 10p per litre more expensive than the national average, and sometimes as much as 16p dearer.

RAC head of external affairs Pete Williams says: “Millions of motorists depend on motorway service areas for a well-earned rest, and it is important for their safety and that of other road users that they take regular breaks so they are not tired when behind the wheel. But motorists feel they are being seriously let down by what they see as overpriced products and a lack of good service to match those premium prices.

“For a family of four to eat a quick, relatively basic meal together, the bill can easily pass the £40 mark, and even then, motorists tell us that the food on offer in some cases just doesn’t meet the mark.

“There is an alternative model out there - the motorway services offered by the Westmorland Family company at Tebay Services on the M6 in Cumbria and at their new Gloucester Services on the M5.



“They have taken a very different approach, sourcing good quality ingredients from the local area, producing home-cooked food which many consider to provide better value for money, as well as being a better quality and possibly healthier option.

Motorway services play an important role in providing the break needed by thousands of motorists every day and should take the opportunity to become leaders in service and value for money. Surely this would make more commercial sense and lead to more money being put in the till.

“Motorists resent having to pay over the odds for food while on a journey, especially when they don’t even enjoy the experience and are already being held to ransom by high fuel prices at service stations.”



SELF-HEALING CONCRETE MAY TEMPER POTHOLE PLAGUE

New technology could finally rid motorists of one of their greatest bugbears - the pothole - by the middle of this century, according to a new report.

Self-healing concrete is among the revolutionary projects detailed in Arup's study into possible highway trends to 2050.

The engineering firm says the concrete could generate bacteria which would fill cracks if concrete became damaged. This could spell the end of motorists claiming on their car insurance for damage caused by potholes.

Other futuristic schemes to improve motoring include solar panels replacing traditional road surfaces. These, the study says, would not only melt snow in bad weather, but charge electric cars.

Drivers would also be warned about plummeting temperatures by weather-sensitive road paint which would produce huge snowflake-shaped alerts to warn of icy conditions.

Commuters' relationships with cars will also change, according to Arup. Motorists will be less likely to own vehicles in favour of buying access to one instead, with electric cars becoming more widespread with technological advances.

Rises in the amount of walkers and cyclists are also predicted.

The study envisages many environmental and safety advantages of roads that will be filled with driverless vehicles benefiting from totally automated navigation technology.



GOVERNMENT IN CLAIM FRAUD CLAMPDOWN

The Government is to follow the example it set with the motor insurance industry, in a fresh bid to crackdown on other types of insurance fraud.

Justice Secretary Chris Grayling announced the new proposals in the wake of a comparable action taken on the car insurance sector.

By targeting drivers who make fraudulent whiplash-related claims, a clampdown has already seen typical car insurance premiums drop 7% over the past year-and-a-half, the Association of British Insurers (ABI) said.

It is likely that home owners and holiday makers will enjoy similar savings if Mr Grayling's new taskforce of industry experts come up with ways of putting an end to the UK's compensation culture.

In the motoring world, new moves coming into force next April will see Ministry of Justice-accredited medical whiplash tests undertaken by experts to see if a claim is bona fide.

The ABI's Huw Evans said the industry has already invested more than £200 million annually to safeguard honest customers.

In October the RAC launched its own dashcam - RAC Car Cam - in a bid to support motorists in the fight against insurance fraud, as the so-called 'crash for cash' scammers cost the country £2bn in claims and add at least £90 a year on to the average motorist's car insurance premium.

Pete Williams, RAC head of external affairs, says: "Anything that helps to prevent insurance fraud will be a welcome move as premiums have been increasing in recent years as a result of this kind of activity.

"The introduction of dashcams, or in-car cameras, has been necessary in some countries where unscrupulous driving practices are a more regular occurrence.

"But with 'crash for cash' crimes unfortunately becoming more prevalent on UK roads, motorists are looking to accident cameras, or in-car cameras, to protect themselves from being taken advantage of and suffering increased premiums as a result of accidents caused by criminals."



A PHYSICIST WRITES . . .

This is an instance of a regular column Peter Soul writes for the Thames Valley IAM group. Regular readers may remember that last year I changed my 1997 (manual) Toyota Corolla for a 2010 automatic VW Golf. Actually, it was quite a surprise to discover how many areas of a car had become automated during the 13 years: the auto-gearbox was the least of it (almost)! So I've been thinking about some of the systems that govern themselves, in a modern vehicle (or in mine anyway).

Let us start with the lighting: the Golf has daytime-running lights that come on automatically with the ignition. That's fine with me – I've checked them from in front, and they don't dazzle (unlike some). Though I notice that the bulbs each contain two filaments, the other one being for the full-beam headlight (whereas on the Corolla and previous cars, it was the dipped and full-beam filaments that shared a bulb). This makes me worry – slightly – about whether the filaments will withstand the extra heat from each other if I signal with the headlights (in the daytime) for more than a moment!

Also, it does seem a waste for the day-lights to be shining when the car is not running but parked on the driveway, while I'm simply investigating some other function that requires the ignition to be on ... for example, the lane-change flashing. You may know what I mean by this: just a nudge of the direction-indicator lever causes the lights on the appropriate side to show three times (and then stop).

Now firstly, I would say that three flashes aren't necessarily enough for indicating clearly (to drivers who may not be concentrating on your car) that you are about to change lanes. So I often find I'm holding or leaving the lever down, to indicate for longer. But more annoyingly, if you touch the lever accidentally there's nothing you can do to stop the three flashes. My owner's manual says that it is possible to switch the function off permanently, but VW Reading told me it wasn't.

[Update: a recall notice required me to take the car in (I'll tell you the full story another day), and I asked VW to look into the lane-change flashing at the same time. Afterwards, again they said that nothing could be changed – yet as I drove away I found the three automatic flashes had somehow become two! Some improvement at least...]

The main light-switch on the Golf has an Auto position, which (I'm almost ashamed to say) I make use of all the time. I can safely rely on it to bring on the front and rear lights, in place of the daytime ones, as soon as dusk approaches. What's slightly unsettling is that this also happens when I drive under bridges, through tunnels or into overhanging greenery.

This must be a puzzle to some approaching and following drivers, though curiously I don't seem to notice other vehicles flicking from daytime lights to headlights and



then back, as they go through. Of course in bright rain or fog I still have to remember to switch the lights properly On. And not forget to put them back to Auto when the weather clears.

The windscreen wipers too have a mind of their own! By which I mean an Auto position – and the way it works is clever: I've found out that behind the upper windscreen is a source of infra-red light and a detector of it. When raindrops land on the glass, the reflection back from them brings the wipers into action. The cleverness of the system lies in its not being affected by daylight or by reflection from the windscreen itself.

I can adjust the sensitivity of detection so that the wipers will sweep just about often enough whatever the amount of rain. But here's an oddity: according to the manual (not to mention common sense) when the wipers start the headlights ought to come on, for a few minutes at least, but they don't. According to VW this is merely one more discrepancy between the manual and the vehicle...

Let's look next at cruise control, which would appear to be another useful automatic facility. You are probably familiar with how it operates: when first switched on, it holds the car to the current speed (except that the brakes won't be applied – unless you have adaptive cruise control and are catching up with another vehicle). You can also nudge the set speed higher or lower. As soon as you touch the brake pedal the control disconnects, until you press a switch for it to resume (going back up to the set speed).

Now correct me if I'm wrong, but if my Golf had a manual gear-box, and I needed to change gear when in cruise-control mode, this would similarly disconnect the control. So it seems I am rather better off in my car, because with the gear-changes happening automatically I can cruise up hill and down dale for as long as I like! And at any set speed at all, unlike in a manual-gear car (again correct me if I'm wrong).

Anyway, I've mainly been using my cruise control for keeping the car to whatever the speed limit is, from 70 mph down to 20, on clear roads – I instinctively sensed danger in leaving it in charge when there was traffic around, or other hazards ... but hold on: the reality is more serious. I have just now come across a report of a French investigation which revealed (by use of a driving simulator) that when drivers had their cruise control switched on, there was a distinct drop in their general attentiveness.

This showed up in a reduced ability to hold to a good straight line within a lane, poorer judgment when overtaking, a longer reaction time (by an average of one second!) to any sudden event, and a greater level of tiredness as reported by the subjects. And most of these effects worsened as the journey continued.

So: far from cruise control enabling you to concentrate on driving tasks other than watching your speed, as you might think, what it does is to blunt probably all your



driving skills and also increase the risk that you will actually nod off. Something tells me that I won't be using this facility again.

Lastly, let's dip into some alphabet soup: ABS, ASR, BAS, EDL, ESP, TCS and XDL are all referred to in the Brakes section of my Golf manual. I've looked each of them up elsewhere, for my information and yours: ABS = Anti-lock Brake System, which most cars possess these days to stop the wheels locking up, so that they can supply maximum braking force, given the conditions. ASR = Anti-Slip Regulation and is the same (I think) as TCS = Traction Control System, which reduces the engine output if wheel-spin occurs.

BAS = Brake Assist System which, when you hit the brake pedal, detects the move and applies the brakes even faster than you can. EDL = Electronic Differential Lock, which senses when a front wheel has lost traction and brakes it, giving the other wheel the drive-power. ESP = Electronic Stabilization Programme, designed to cut the risk of skidding (somehow). XDL seems to be like EDL, but more advanced.

What an array of automatic braking systems! But do any or all of these letter-triplets really apply to my Golf? Certainly an ABS light comes on before I start the car (and so does EPS – which I assume isn't a misprint for ESP). There's also a button for disabling the ESP, though I'm not sure why should I want to. But otherwise I have no idea which of the listed alphabeticals are actually helping to keep me safer on the road. The FAQs in the manual tell me nothing. Yet you would think that finding out ought to be as easy as ABC...



DVLA SELLS DRIVER DATA FOR MILLIONS

A Government agency is making millions of pounds by selling motorists' personal data to companies which enforce parking regulations, the Telegraph reports.

This practice has secured £21.7 million for the DVLA over the last 54 months and the annual amount is growing - figures gleaned from a freedom of information request show.

Charging approved firms £2.50 each time, it is estimated that 8.7 million motorists' private details have been sold on by the DVLA since 2011.

The agency is on schedule to take £7.3 million this way in 2014, after making £4.3 million from April to October.

This would represent a 21.6% increase on the 2013/14 figure when it took £6 million, and a 151.7% rise on the 2010/11 figure of £2.9 million.

Information sold includes motorists' addresses and names, alongside vehicle details which show up when drivers are buying a car .

As many as 31 firms, such as Parking Eye and Excel Parking, regularly use this data to collect and issue fines.

Drivers have criticised several of these companies for their conduct. Parking Eye, for example, which has paid the most to the DVLA with over £7 million, lost a high-profile legal fight earlier this year. It fined a motorist who was merely circumnavigating a Newquay car park in search of a space.

BBC One's consumer affairs show, Watchdog, has accused Excel Parking of behaving unfairly by ignoring a legal judgement on its signs.

The DVLA said that it makes no profit from data sales and that applicants not taxpayers fund this process, because the charges are made to recover associated administrative costs.



U-TURN OVER THE THREE-POINT TURN

Three-point turns and the art of reversing around a corner could soon be consigned to the dustbin of driving test history, the Government has suggested.

Learner drivers could soon experience the most radical changes made to the examination in two decades.

About 1,000 UK learners are being invited to trial fresh practical test steps aimed at reflecting real-life motoring better than the likes of the three-point turn, the Driver and Vehicle Standards Agency (DVSA) said.

These include manoeuvres like reversing from parking bays, correct use of sat-navs, and re-joining traffic flows after pulling up either to the right or left.

Speaking on the proposals, RAC spokesman Simon Williams said: "We welcome plans to update the driving test to reflect modern day driving, but care needs to be taken to ensure the right new elements are included and the right old ones removed.

"Research conducted for the RAC Report on Motoring has found that 35% of drivers didn't feel the current test covered all the skills required to cope with the demands of driving today. This indicates that motorists themselves also believe the driving test is in need of refreshing."

The experiment will see half of the 40-minute test taken up with independent driving - doubling the 10 minutes currently spent on it now. Independent driving is where learners have to make their own way to specific destinations.

Under the new trial test, they will be asked to follow sat-nav directions rather than using the normal road signs.

Officials from the Driving Instructors Association (DIA), the country's biggest sector body representing rider and driver trainers, is welcoming the proposed changes

Simon Williams added: "The three-point turn is without doubt one of the most memorable parts of the driving test and involves high levels of car control to achieve successfully. The skills required to accomplish this manoeuvre are not only valuable in their own right, but are also transferable to other manoeuvres so hopefully these points will be taken into consideration before the three-point turn is cast into driving test history."



TRUCKERS GET GREEN LIGHT TO DRIVE FASTER

Motorists can expect lorry drivers to travel faster along dual carriageways from next spring.

Ministers have announced that the speed limit for HGVs will rise to 60mph from 50mph, on April 6.

A similar increase for HGVs along single carriageways from the same date had already been revealed earlier this year. Previously, lorry drivers exceeding 50mph on these roads risked points on their licence, a fine and increased premiums on their lorry.

RAC head of external affairs Pete Williams said: "This must be seen as progress as lorries moving at 50mph can create congestion in their own right.

"Developments in brake technology mean there is no loss of safety by raising the lorry speed limit to 60mph, in fact it could actually improve safety in the long run at the same time as benefiting overall traffic flow. It may also help to do away with some of the frustratingly slow overtaking manoeuvres that motorists see when one lorry attempts to pass another around the 50mph mark."

Claire Perry, the Transport Minister, said the speed increases reflect better lorry technology and the requirements of modern-day transport networks.

She said that Britain is already among the world's safest countries to drive in and she is eager to see this continue.

The dual carriageway speed announcement coincided with the findings of a Government consultation concerning new measures to tackle lorry drivers who don't comply with legally-required rest periods.

It found that there is definite backing for plans to issue offenders with on-the-spot fines.

Neil Greig, from the Institute of Advanced Motorists, said the HGV speed limit overhaul is "long overdue" as modern lorries are far safer.

ASSOCIATE INFORMATION

As at end of November there was one associate 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*	Ian Scott-Thompson
Brian Davies	Sarah Woodcock

*DENOTES SENIOR OBSERVER


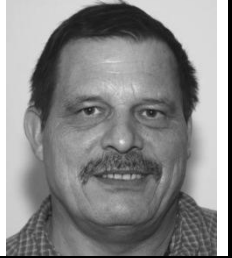




CONGRATULATIONS

Brian Davies
Associate co-ordinator



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	
December 16 th	Group meeting training night – Night driving
2015	
January 20 th	Group meeting Chairman's Quiz
February 17 th	Group meeting training night
March 17 th	Group meeting details to be finalised
April 21st	Group meeting training night
May 19 th	Group meeting details to be finalised
June 16th	Group meeting training night
July 21 st	Group meeting details to be finalised together with AGM

All meetings in small room 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