

MINI ROUNDABOUT

April 2011

MELKSHAM

SPEED
GEAR
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ACCELERATION
INFORMATION

INSTITUTE OF ADVANCED MOTORISTS MELKSHAM & DISTRICT

www.m-a-m.org.uk
Registered Charity No: 1055930

WHAT'S ON?

All monthly social evenings are held on the third Thursday of the month at the Riverside Club, Bath Road, Melksham, SN12 6LP unless otherwise advised, starting at 19:30. There is a modest charge of £1 to cover refreshments and a ticket for the raffle.

If you are not sure where the Riverside Club is there is a map on our website.

Bring a friend: All welcome, including non-members and members of other groups

April 21st	VOSA's Contribution to Safer Roads
	Douglas Brandon, Vehicle and Operator Services Agency (VOSA)
April 23rd	Archery Taster Session, Bath Archers, 1:45pm (see page 2)
May 19th	21 st Annual General Meeting (<i>N.B. No Library tonight</i>) Speaker: David Douch on the topic of Vehicle Occupant Security
June 16th	DriveCheck Night
July 21st	Skittles Night, The White Hart, Atworth, 7:30pm (see page 2)
August	No social evening during August
September 15th	Escorting Abnormal Loads: Ian Brooks, RoadPilots

The most up-to-date information can be found on our website. Please check this regularly, as regrettably, last minute changes to events do occur. If you have any suggestions for events or speakers for social evenings, please contact Helen Pickett at events.coordinator@m-a-m.org.uk

AGM

Please support our AGM next month on Thursday 19th May. It is your chance to have a say on the future of the Group. We are looking for volunteers to become Committee members. If you would be interested in this, please contact a member of the Committee. Our speaker after the AGM will be David Douch, an expert in vehicle security. You will find the all the AGM documentation enclosed with this month's *Mini-Roundabout*.

Archery Taster Session – Saturday 23rd April

We have booked another Archery Taster Session at Bath Archers, Batheaston, starting at 1:45pm on 23rd April. The taster session will cost £15 per person, with the opportunity to continue onto the beginners course for an additional £40 for six lessons (held on Saturday afternoons, or possibly Monday evenings). All equipment will be provided. If you are interested in the taster session, or beginners course, or you would like further information, please contact Paul Wilkins on 01225 775900.

DriveCheck Night – Thursday 16th June

Our annual DriveCheck Night moves back to a lighter evening this year. This is your chance to hone your skills and make sure you haven't picked up any bad habits since passing your test (Associates welcome too). Traditionally we seem to have more Observers than members on this evening, so please make an effort to come for a short drive. This is not a test, but an informal opportunity to continue to develop your driving ability. For more information contact our Chief Car Observer, David Major, at chief.car.observer@m-a-m.org.uk.

Skittles Night – Thursday 21st July, 7:30pm

Our annual skittles night will be held at The White Hart, Bath Road, Atworth, Melksham, SN12 8JR. Cost: £5.25 per head to include a basket meal. You can choose from: sausage and chips, scampi and chips, ploughman's, chicken and chips, mushroom stroganoff or vegetarian sausage and chips. Please sign up, indicating your chosen meal, at social evenings or by contacting Helen at events.coordinator@m-a-m.org.uk. Payment should be handed to Graham or Douglas at social evenings, or sent to Douglas Colborne at Fregates, Church Road, Derry Hill, Calne, SN11 9NR, no later than **Friday 15th July**. Cheques should be made payable to 'Melksham Advanced Motorists'.

There... I Fixed It



How do you know when it's time to hang up the car keys?
I'd suggest when your dog has this look on his face:



Do You Drive An Oil Burner?

Many thanks to Mike for providing this report:

For our March Social Evening we welcomed Steve Sharp who gave us an insight into producing and using biodiesel motor car fuel. Steve, who runs a green fuel enterprise called Diesel Dan, has been producing and selling biodiesel made from waste cooking oil for about a year. Biodiesel produces about 80% less carbon than mineral diesel fuel and sourced in this way is very ecologically sound as there are none of the sustainability problems associated with diverting arable land from food production to crops to provide the base oil. Indeed cooking oil has already been used once and would otherwise require expensive disposal.

The production process is fairly straightforward. Used oil, collected from sources such as fish and chip shops or restaurants, is mixed with methanol, a catalyst is added and the mixture is heated and agitated. Either potash or caustic soda can be used as a catalyst. The mixture splits into crude biodiesel and glycerol which can be easily separated. Glycerol is compostable and so there are no harmful waste products. The crude biodiesel is washed with water then dried by gently bubbling air through it and the resulting refined biodiesel is tested to EN14214, a European Standard for biodiesel. This ensures that the water and methanol content is below a certain limit, the cetane number (a measurement of the combustion quality of diesel fuel) is correct as well as a host of other requirements.

So how does biodiesel compare to mineral diesel? Well performance and fuel economy are virtually identical and, if used on an older engine, biodiesel will remove built-up mineral deposits which could even improve the engine's performance. Biodiesel can successfully be mixed with mineral based fuel in any ratio and, in fact, in the UK fuel providers are obliged by law to ensure that 5 percent of all road vehicle fuel is from sustainable renewable sources. This means that drivers of diesel cars are already using some biodiesel. The use of high ratios of biodiesel in modern, common-rail diesel engines may occasionally cause problems or require modification and of course the car manufacturer should be consulted in case there are warranty considerations.

Steve finished by explaining that it is possible to make your own biodiesel from used cooking oil. A kit of parts can be purchased for a little over £300 with which oil collected from a friendly restaurant can be converted into biodiesel over a weekend by putting in 4 or 5 hours of hands on time. The resulting biodiesel will have cost at least £1 less than pump prices so the outlay should be covered very quickly. Thereafter it is all profit and HM Customs and Revenue will allow you to produce 2,500 litres of home-made biodiesel before charging duty. Coincidentally there is an article in today's Daily Telegraph (22 March) about a young man in Somerset who is making about 150 litres of biodiesel per month from used cooking oil, which is enough to run his Volvo, and it cost him about 18 pence per litre!

A small book

Your chairman Paul has very kindly donated a book to the Library with the title of "The Driver's Little Instruction Book" and as the title suggests, it's a small book. On page 31, the author suggests that people become Advanced Motorists! I have a good idea, this book took me 20 minutes to read, so, it is just the right size for someone to take out on loan, and when they are having a tea break to have a browse through it.

I have not mentioned it for some time, but I very much appreciate the kind gentlemen who carry and lift the Library suitcase into Babe for me. Thank you.



Regional Training Day

Many thanks to Archer for providing this report:

I'm really pleased that I signed up for the Regional Training Day on 2 April 2011. It was organised by Richard Furneaux, the Regional Group Co-ordinator, and held at the British Aerospace Welfare Association (BAWA) in Bristol, an ideal venue: a large, modern building with excellent facilities, it was easy to find, especially with the directions and map provided.

The day began at 9:00 AM with registration and coffee. All participants were given a comprehensive pack containing a great deal of information. This included four leaflets: Training Notes for Observer Training Days, Your 'Guide' to Driving at Night, Commentary Driving, and Driving an Automatic Vehicle. Also enclosed was a large Handouts File which had a copy of the slides for the 2 hour Powerpoint Briefing by the Staff Examiner (Andy Poulton). I was able to use this to write down my own notes about points raised. Much more information followed these notes. Particularly useful was the section on 'Driving Documents', with a run-down on how to 'read' a Licence Photocard and a complete list of DVLA Offence codes. It is very helpful to have all this written down, as it's too much for me to remember!

Before the main Briefing, all participants introduced themselves, what Group they were from and what car they drove. I reckon there were 50 or more attending, from Groups throughout the Southwest.

Andy Poulton's presentation was for Observers and was very thorough, interspersed with video clips to illustrate different topics. Andy elicited comments from the participants about the video clips, which brought them to life even more. Altogether, this presentation and its accompanying materials were completely professional, and delivered in a way that was both entertaining and authoritative.

After the Briefing, a large number of advanced Trainers emerged from another room and were allocated to the participants, now in Driver-Observer pairs. Off we went on a prescribed course with a map and accurate directions. My first drive was a 'Demonstration Drive' and for my second drive (after the lunch provided), my partner was the Observer and I was the Associate. The Advanced Trainer sat in the back and assessed first myself, then my partner, sometimes during the run, with a debriefing afterwards. I was surprised when he asked me to pull off the road and stop, and we all got out of the car. Our Trainer then demonstrated how he teaches the limit point by walking across the road and watching it move. The amount that it moved as we did this was amazing. It really made the point what the limit point and positioning on the road were all about. We received a written assessment at the end of the day. My runs had a few flaws, so it was most beneficial to get the expert feedback. I also had the opportunity to talk over a few fine points, so my skills and confidence are improved.

My partner on the drives was Chris, a delightful Welshman with a marvellously pleasant manner, while being very clear in his explanations. This in itself provided a model of how it should be done. About 4pm there was more tea and coffee, followed by a Question & Answer session with Andy Poulton. There was a lively discussion about gear changes and an important diagram about timing when to put associates in for the test.

I hope I have sufficiently illustrated how professional and important this Training Day has been. Congratulations to Richard Furneaux for organising it. Days like this are vital in the effort to maintain high standards in the Region, and I trust I have whetted your appetite for the next one. Anyone who is interested in further training days, or information on Observing, should contact David Major at chief.car.observer@m-a-m.org.uk

Unmarked Police Cars & 112

Do you know about the 112 phone number? Do you know the stopping rules for unmarked police cars? If not, then read on.

First, a true story:

Lauren was 19 yrs old and in college. It was the Saturday before New Year and it was about 1.00pm in the afternoon. Lauren was driving to visit a friend, when an unmarked police car pulled up behind her and put its lights on. Lauren's parents have four children and have always told them never to pull over for an unmarked car on the side of the road, but rather wait until they get to a service station or public area. Lauren remembered her parents' advice, and telephoned 112 from her mobile phone. This connected her to the police dispatcher. She told the dispatcher that there was an unmarked car with a flashing blue light behind her and that she would not pull over right away but wait until she was in a service station or busy area.

The dispatcher checked to see if there was a police car where she was and there wasn't, so he told her to keep driving, remain calm and that he had back-up already on the way. Ten minutes later four police cars surrounded her and the unmarked car behind her. One policeman went to her side and the others surrounded the car behind. They pulled the guy from the car and tackled him to the ground. The man was a convicted rapist and wanted for other crimes...

Advice for all motorists, but particularly women travelling alone: you do not have to pull over for an UNMARKED car immediately. The Police have to respect your right to keep going to a 'safe' place. You obviously need to make some signals that you acknowledge them i.e. flash your hazard lights or call 112 like Lauren did. The following advice is taken from askthe.police.uk:

An unmarked police car can stop vehicles, but it must contain a constable who MUST be in uniform in order to carry out the stop.

If a car flashing for you to pull over or stop is unmarked, unless you are 100% certain it is the police, do not stop. Drive steadily to the nearest public place (for example a petrol station where they are open till late, a police station or somewhere there are a lot of people) and then stop. If you are in a relatively deserted area, as a last resort, consider looking for a house that is obviously occupied and pull into the driveway. (You can always apologise to the householder afterwards.)

Try and signal that you have acknowledged the request to stop and indicate the action you are taking (put your flashers on or signal by pointing from the driver's window etc.). Don't drive off at great speed making the police think you are trying to get away.

Keep the doors locked until you are happy it is the police. Have your mobile at hand just in case. You can ask to see a warrant card, which should carry a name and photograph, through the closed window.

Incidentally, if you are suspected of drink/drugs driving none of these actions would invalidate an officer giving you a preliminary screening test as you have only temporarily interrupted your journey and are still driving for the purposes of that law.

112 is the European emergency number, much like 999. It is now operational in the UK and is very effective on your mobile (999 does not always work if you have no signal). 112 uses a system called triangulation so they can also pinpoint exactly where you are phoning from and in a much quicker time than if you call 999.

Headrests are for safety

The IAM has recommended that drivers check their headrests.

Being hit from behind is a common crash that can result in neck or spinal injuries. The head restraint, or headrest, plays a key role in protecting you from injuries, particularly whiplash.

Before each journey, check the top of your head restraint and encourage your passengers to do the same. The ideal adjustment is as high as the top of the head, and as close to the back of the head as possible. Head restraints can impair vision to the rear, so take account of the restricted view when reversing, and make sure you can see properly, using the rear window, and also your mirrors. If in doubt, get someone to guide you from outside the car.

IAM chief examiner Peter Rodger said: "Not all head restraints are adjustable, but where they are, take care to ensure that they are placed high and close enough to stop your neck going backwards in the event of a collision. The head restraint should be level with the top of the head for maximum safety."

Don't be a pratnav

The IAM is urging drivers not to be over-reliant on their satnavs. Satnavs are a major cause of driver distraction. Drivers are putting their lives at risk by operating them while on the move, or by blindly following instructions and not anticipating the road ahead. IAM chief examiner Peter Rodger said: "Satnavs should aid navigation and safety by helping drivers to make decisions early. They should not distract you from the road. At 70 miles an hour you will travel the length of a football pitch in the three seconds it takes to press a satnav button."

The IAM recommends that drivers:

Practice driving with the satnav on while ignoring the display. You should be able to use just its voice directions without taking your eyes off the road. If you're not careful, a satnav display will draw your attention from road conditions and traffic. Use the display only to confirm the instruction. This only needs a glance.

What you see takes priority over what the satnav says. We've all heard the stories of people being stuck in narrow lanes, driving into rivers and directed into oncoming traffic. If the road looks wrong, don't take it.

Only operate the satnav when you're parked. Even if it's a one-touch satnav, operating it draws too much attention from the road.

Always check the route before you set off. Some satnavs have a habit of occasionally picking unsuitable routes and won't know the latest road closures or the restrictions on the vehicle you are driving. Always take a map as back up.

Don't rely on safety features such as rest-break information. You should be able to drive safely without these. Take your rest-breaks when you feel tired and at least every two hours.

If you are about to miss a turn, don't attempt a dangerous manoeuvre to comply with the instruction. The satnav will always recalculate a new route, so drive on until it does. If you need to turn or change direction make sure it is safe and legal to do so.

If you are using a mobile phone satnav app, don't use it hand-held while driving.

Mount your satnav properly where you can see it without moving your head but where it doesn't interfere with your view. Make sure it isn't in the airbag's way and that the power leads do not interfere with the car's controls.

Don't use satnavs as a speedometer as they can be inaccurate.

Get them the best car you can

The IAM calls for parents and young drivers to buy the latest model possible when choosing a first car for a new driver, as registration plates change.

IAM research shows that nearly half of men under 20 who were killed or seriously injured in crashes were driving cars over ten years old. Younger drivers are at more risk of serious injury because older cars offer less crash protection and have fewer safety features. Research from insurers Young Marmalade* suggests that young drivers are more likely to take better care of a more valuable vehicle – or one on a payment scheme – leading to lower accident rates.

IAM director of policy and research Neil Greig said: “It makes sense that any driver will take better care of a new car, and especially one which they’re still paying for. Young drivers are the highest risk group on our roads and the insurance industry claims that 20 per cent of young drivers crash in their first year.

“Parents should help their child choose the best car they can get for their money. A new car won’t be an option for everybody but there are plenty of used cars that will be almost as good – you do need to do some thorough research though.”

The IAM suggests five considerations for choosing a sensible first car*¹:

- NCAP rating – look for four stars in the adult rating category; don’t settle for less than three, even on older models.
- Insurance group – group three or under gives a wide choice of small cars, and makes insurance affordable while the no-claims discount builds up.
- Length of manufacture warranty – three years used to be the norm, but five or even seven years is becoming common, so there are plenty of used cars still under the manufacturer’s warranty. Check the small print for exactly what’s covered though – there may be mileage limits.
- Depreciation – cars with high initial depreciation mean you might pick up a three-year-old bargain, but don’t forget that if the price drop continues it may be worth very little when you come to sell it.
- Mileage – many small cars do a low annual mileage, so don’t pay too much for a three-year-old car that’s only driven 15,000 miles – there will be lots like that.

*Young Marmalade is a combined car purchase and low cost insurance scheme, linked to a selection of vehicles, specifically designed for young drivers.

*¹This is intended as guidance for someone looking for a 3 – 5 year old car as a first car for a young driver.

IAM response to increased road funding

IAM director of policy and research Neil Greig said: “The extra investment in roads is welcome but it is not enough to cure Britain’s pothole pandemic. We need to ensure that roads are properly looked after so we don’t store up bigger maintenance bills for future.”

Soaring fuel costs makes green driving essential

The IAM is urging drivers to adopt fuel saving techniques or pay the price at the pumps, as the £6 gallon arrives.

Drivers are already using their cars less, with government figures showing a 3.4 per cent fall in petrol sales in the third quarter of 2010 compared to the same period in 2009. But there are also significant economies to be made simply by changing driving style.

IAM chief executive Simon Best, writing in the IAM members' magazine *Advanced Driving*, said: "Green driving techniques will improve fuel efficiency by up to ten per cent. In other words, if the monthly price of filling up is typically two tanks at £70 each, an advanced driver can save £14 a month, or £168 a year. Advanced driving courses can also lead to significant insurance discounts; an important factor with insurance premiums set to rise by 35 per cent this year."

"Spain reduced its speed limit recently to save fuel but we don't think such radical measures are necessary. The best fuel-saver is a light right foot and anticipation of the road ahead – not a lower speed limit."

The IAM has some easy tips to reduce fuel consumption:

- Read the road ahead – try to anticipate the traffic around you, for example at traffic lights, roundabouts and junctions. This reduces the need for hard acceleration and braking – MPG killers. Cruise control is useful and economic for smooth driving on long journeys.
- Stick to the speed limit – reducing speed from 85mph to 70mph can save up to a litre of petrol every 20 miles.
- Switch off the engine – if you are going to stop for some time at a level crossing or slow-changing lights. Small cars use 1.5p of petrol every minute and medium-sized cars lose petrol and money at double this rate.
- Lighten the load – excess baggage or an empty roof box will increase your fuel consumption. Check that the contents of your boot are essential, and remove the roof box while not in use.
- Check your tyres – underinflated tyres will increase your fuel consumption by up to three per cent. Check tyre pressures when the tyres are cold, at least once a month.
- Get trained – take advantage of an IAM eco-driving course, which will teach you the skills needed to increase your MPG.

IAM response to fuel duty reduction

IAM chief examiner Peter Rodger said: "Reducing fuel duty is a welcome break for hard-pressed motorists and businesses, but eco-driving is the only guaranteed way to reduce motoring costs. It's no longer an ethical choice, it's a money-saving essential - especially in rural areas where driving is a necessity. The best fuel-saver is a light right foot and anticipating the road ahead."

Gear up for summer

To celebrate World Health Day, the IAM calls for cyclists or would be cyclists around the UK to dust off the cobwebs and get out on their bikes.

With the fuel duty cut eaten up by rising transport and petrol prices, pedal power is a quick, economic and healthy way to get to travel. The Department of Health recommends that people should take part in moderately intensive activity lasting 30 minutes at least five days a week, with health experts citing cycling as one of the most effective forms of aerobic exercise – as well as being convenient, exhilarating and great fun.

IAM cycling development manager Duncan Pickering said: “Cycling is great from both a personal, and a professional perspective. As well as being a great way to get out in the sunshine, it will even make you more productive - healthier staff are more alert and have greater concentration.”

Pickering offers the following tips on getting back on the road:

- **Give an unused bike an “MOT”.** You can do this yourself or pay a cycle shop to do it.
- **Get poll position at the lights.** Wait at the front – the box with a white cycle symbol shows you where. Never wait on left of lorries or buses. Make eye contact with drivers so they know you're there. If you can't get in front safely, wait behind.
- **Never undertake a large vehicle at a junction.** Never cycle on the left or near the front of large vehicles especially at a junction where there's a left turn - the driver can't see you.
- **Consider your road positioning.** Keep a door width's space between you and parked cars. If the road is too narrow for a vehicle to pass you then it may be safest to ride in the middle of the lane and assert your position as a road user.
- **Make yourself visible.** In dull or dark conditions you must have a white front light and red tail light. Wear something bright or reflective so you can be seen more easily.
- **Follow the rules of the road.** Don't jump red traffic lights and don't cycle on the pavement unless it is signed as a shared path. Remember that pedestrians always have priority on shared paths and pedestrian crossings.
- **Improve your confidence.** If you feel the roads are a lot faster and busier than when you last cycled, invest in cycle training. This can really help you to understand how positioning and your riding style can make you safer and more visible.
- **Wear a helmet.** But don't assume this is enough to keep you safe. Ride defensively and always make the assumption that you may not have been seen.

IAM response to the new AA insurance survey, which shows young people are still being hit hardest

IAM young driver, Caroline Holmes, 22, said: “Insurance inflation is pricing young people out of the market. Now is the time for insurers to give significant discounts to young people who take up further training after their test. This would demonstrate a commitment to reducing death and injuries on our roads.”

Licensed to skill

Driver and rider error or reaction are behind the top three causes of fatal and serious crashes, new research from the IAM reveals. Cars don't lose control; drivers do. *Licensed to skill: Contributory factors in accidents*, launched on 13 April at the RAC Club, Pall Mall, presents the analysis of five years worth of accident data, recorded by the police between 2005 and 2009.

Factors including 'failed to look properly' 'loss of control' and 'poor turn or manoeuvre', accounted for 65.3 per cent of fatal, 61.8 per cent of serious and 68.6 per cent of slight accidents. Injudicious action - illegal or unwise judgements – such as exceeding the speed limit, following too close, or making an illegal turn, was the second biggest factor, accounting for another 31.4 per cent of accidents. Alcohol was a relatively minor factor, listed in only ten per cent of fatal accidents. Behaviour or inexperience came a close third, being a factor in 28.0 per cent of accidents. In contrast, physical circumstances such as road environment, factors affecting vision, and vehicle defects are listed as issues in very few accidents. 'Travelling too fast for the conditions' accounts for more fatal accidents than 'exceeding speed limit', which represent fourth and fifth places. Driving too fast isn't necessarily just a case of a legal requirement – you could be driving too fast for the conditions, without breaking any official speed limits at all.

IAM chief executive Simon Best said: "What is obvious from the top three rankings is that many accidents could be prevented by drivers simply changing their behaviour, as well as gaining more experience. That so many crashes are caused simply by the driver failing to look is shocking. On the positive side, there is plenty that drivers can do to reduce their risk of being involved in an accident. Having a driving licence doesn't necessarily mean that drivers have the skills they need to be safe. Professional drivers, like HGV drivers, participate in continuous professional development, improving their driving skills throughout their careers to reduce their accident rates, insurance costs and to increase their fuel efficiency – why is life-saving training not expected of those who drive for personal reasons? The evidence is there. Accidents could be easily reduced by improving driver skills and lives could be saved – especially those of young drivers. The IAM calls on the government to introduce post-test training, to support young drivers through the most dangerous part of their driving career, and to improve their skills for the rest of their lives."

Notes

1. Because more than one factor can be attributed to each crash these figures do not total 100 per cent.

2. Top contributory factors were:

- Driver/rider error or reaction
- Injudicious action
- Behaviour or inexperience
- Road environment
- Pedestrian only (casualty or uninjured)
- Impairment or distraction
- Vision affected
- Special codes
- Vehicle defects

3. Fatal injury/casualty = injury causes death within 30 days of the accident.

Serious injury/casualty = injury does not cause death within 30 days of the accident and either results in the casualty being detained in hospital as an inpatient, or any of the following injuries: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment, or any injury which causes death more than 30 days after the accident.

Slight injury/casualty = injury of a minor character such as a sprain (including whiplash neck injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. Injuries not requiring medical treatment are included.

Government traffic light switch-off plans

[Article Source: autoblog.com]

Traffic lights could be switched off at night or left flashing on amber if government proposals get the go ahead.

Portsmouth council has applied to the Department for Transport to carry out the tests, to see whether unnecessary delays at red lights are reduced.

Senior traffic systems engineer at Portsmouth council, Barry Rawlings, said: "It can be extremely frustrating if you are on the road at 2 or 3 o'clock in the morning and forced to stop at a red light when no other cars are around."

The DfT is currently conducting its own research on the potential safety risks of the plan, and legislation will have to be amended even before the trial can go ahead on quiet roads.

Transport minister Norman Baker said: "The Department is currently investigating new options for the use of traffic signals when traffic volumes are low. However, in the interests of safety, it is important to ensure that any signalling technique provides a consistent and unambiguous message to all road users."

Flashing amber lights at night are a regular sight on the continent, but would mean a culture shift for British drivers.

The AA's head of road safety, Andrew Howard, said: "It sounds like a great idea but I have concerns about how a trial can be implemented safely. By switching lights to flashing amber you may improve traffic flow, cut journey times and reduce pollution but it is not without its faults.

"The idea that drunks and young drivers are going to get to the flashing lights after midnight and say 'after you' is nonsense."

IAM Young Driver Skills Day - 15th May - Porsche Silverstone

The IAM are holding a Young Driving Day at the Porsche Driving Centre at Silverstone on Sunday 15 May 2011.

As well as offering up to 20 free places as a free prize draw element from the current Momentum (young driver assessment) customers, there are 28 places for sale to young (non IAM members aged 18 - 25) drivers.

All the details of this inaugural event can be found by clicking on the flashing banner on the IAM homepage: www.iam.org.uk

FURTHER NOTICES

- **Observers:** If you think you would like to be an observer and/or would like more information about observing please contact David Major, Chief Car Observer, by telephone on 01985 217050.
- **Email addresses:** Help the environment - if you have an email address but receive your newsletters by post please let the Editor, Luke Pickett, know your email address. You benefit from early receipt of Newsletters, early notice of special events, and we save on postage, time and effort, as well as using up fewer trees! A win-win situation.
- **Speakers:** If you know of someone who could give us an interesting talk, or have a suggestion for a talk, at our social evenings please advise the Events Coordinator, Helen Pickett.
- **Publicity:** If you are able to display posters or distribute a few leaflets around your local area please contact Luke Pickett to obtain some.
- **Contact Details:** If you move house, or your email or telephone number changes, please inform Luke Pickett and Angela Summers so that you don't lose contact with us.
- **DriveCheck:** Remember that MAM is offering a FREE observed run for all potential new members so tell your friends now! For more information please contact David Major.
- **Website:** For the most up-to-date information, check out our website at www.m-a-m.org.uk

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If you have any suggestions about this News Sheet, or any other aspect of our activities, please do not hesitate to get in touch.

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