

KENDAL & SOUTH LAKES

Advanced Motorists

Information Bulletin No.3

Welcome to our 3rd Information Bulletin.

For those of you who receive this by post please consider letting us have an e-mail contact address, if you have one, as it will be a lot cheaper and quicker to forward information to you.

Please note that all contact details on hand will **only** be used for group matters and **will not** be passed on to anyone else.

Web Site

Technology has caught us up and we now have a web site, www.kaslam.org.uk which is live, please take time to visit the site and feed back any comments (good or bad). There is an events calendar for you to keep an eye on what's on and also e-mail facilities on the site to contact group officials, For the full e-mail addresses now in use see our who's who page towards the end of this information bulletin.

[So don't forget, log this site in your favourites box for easy access to keep up to date on any amendments that will be added.](#)

Future Drive Dates:

August 31st

September 14th, 28th

October 12th, 26th

All these sessions will continue to meet at Castle Park School, Sedbergh Drive, Kendal LA9 6BJ at 9.30 or 10.30 am (candidates will be advised on times when arrangements are made).

All our observers give up their time voluntarily, therefore it is **essential** that any pre-booked drives are attended on time.

Depending on the availability of observers it may well be possible to arrange other days or times that may be more suitable to candidates and observers. However, the initial meet will continue to be on the dates listed.

Group News:

We warmly welcome Mike Wolfenden to the group, who has kindly agreed to take on the role of Information Bulletin editor. Mike can be contacted on 01539 568919 (email: jm.wolfenden@btinternet.com).

Another "Meet the Examiner/Observer evening will be held at 7.30 pm September 8 2008 at Crooklands Hotel, Kendal. Anyone is welcome but we would particularly like to see all present associates; the last meeting was a great success.

Congratulations

Congratulations go to the following for successfully passing their IAM test through the Kendal & South Lakes Group:-

Patrick Boggon Tom Kelley, Mike Wolfenden, Dave Bolton, Matt Hutchinson

Meet the Team:

Who's Who:

Chairman: Dave Petty
Tel: 015395 64804 e-mail: petsi@tiscali.co.uk

Drive Co-ordinator & Secretary: Eddie Harrison
Tel: 01539 724410 e-mail: secretary@kaslam.org.uk

Membership Secretary: Terry Simpkin
Tel: 015242 71276 e-mail: membership@kaslam.org.uk

Information Bulletin Editor: Mike Wolfenden
Tel: 01539 568919 e-mail: jm.wolfenden@btinternet.com).

Committee:

Jan Dawson Tel: 01539 725379 e-mail: jandawson1@hotmail.com

John Dixon Tel: 015395 33534 e-mail: dixonhighbank@ktdinternet.com

A recent communication from HQ informs us that our regional coordinator (Area 5), Pauline Smith has resigned her post.

K & S L would like to thank her for all the help given in setting up the group and wish her well for the future. Her post will be advertised within the IAM.

The last Information Bulletin included interesting pieces about Jan Dawson (Committee Member, Observer & Observer Training) and Eddie Harrison (Secretary, Co-ordinator & senior Observer), to kick off what is hoped to be a series of introductions to team members in the Kendal & South Lakes Group. It would seem appropriate for the new Editor to enter the frame in this way.

Mike Wolfenden (new recruit to IAM and Information Bulletin Editor)

I have to confess that the first time I ever sat behind the wheel of a motor vehicle was when I was only 9 years of age when I was “allowed to drive” an Austin 7 saloon round a field being used by my father’s school camp, on the Isle of Man. The car, tents, campers and I all survived this event without mishap. The second time I drove anything on four wheels was at a school farming camp on the Fylde in the early 1940s when I was turned loose on a horse-drawn flatbed trailer, driving it out of one field and into another – I hit the gatepost, but without causing damage; I put this down to a combination of driver incompetence and equine intransigence!

It was many years before I was either allowed, or trusted myself, to drive anything else and my real introduction to driving took place in August 1955 I was 26 years of age and had spent some years at sea where I had need of driving skills. I began a series of lessons on the roads of Singapore, with a chronically nervous, chain-smoking but highly competent instructor. Most of my lessons took place after work and as darkness falls quite early in tropical regions most were conducted in darkness – an unusual driving baptism, especially as many lessons included drives through streets in the city packed with people, food stalls, rickshaws and animals. The tuition was an excellent introduction to serious driving and prepared me to cope with almost anything. The test in Singapore was more thorough than the UK test at that time and included the use of a model of roads which could be used for posing questions on specific points. My first car was a black 1953 Triumph Mayflower (registration number SB682) which was possibly the most under-powered vehicle I have ever driven, requiring every overtaking manoeuvre to be seriously considered as to whether the car had a hope of picking up enough speed to get past in safety!

My job mostly took place overseas with a well-known telecommunications company and I saw service in Kenya, Oman, Aden, Hong Kong, Macau and three West Indian Islands – Anguilla, Tortola (BVI) and Montserrat which gave me plenty of experience of driving in different conditions, some in heavy traffic and some on virtually empty roads. Meeting a full-grown Rhinoceros in the middle of the unsurfaced 300 mile Nairobi-Mombasa road was unforgettable – as was the meeting with a Giraffe at night, on a high altitude track to a farm in the Aberdares, when only his/her legs were visible in the lights of my car on either side of the track. Visits for training or recreational purposes also took place in other countries and I was able to drive in Norway, Sweden, Denmark, Florida and both parts of the Caribbean island of St.Martin/Sint Maarten – the different spellings are due to the island being split between France and Holland.

Life moved on and like those of us fortunate to survive I eventually retired, I think! My age has also moved inexorably on and with the imminent arrival of the big 80 I thought it might be a good idea to get some sort of tangible proof that age didn’t necessarily mean I wasn’t to be trusted behind the wheel of anything larger than a motorised wheelchair. At one time I thought of giving my wife the “Skills for Life” programme for Christmas but in the event I changed my mind, instead I gave her a Trial Lesson in a light aircraft at Carlisle Airport (a 2-seater Piper

Tomahawk), whilst I decided to go forward myself with IAM. She enjoyed the flight down to Ullswater and back whilst I gained tremendous benefit from the drives conducted by Dave and Eddie, leading to the test with Paul in mid-June, which if nothing else proved the point that age in itself is irrelevant. I suspect that I am unlikely to ever forget the tortuous Over Kellet route, and particularly the builder's truck who close tail-gated me on one occasion over the entire route!

Anyway, enough of me, let's get on with the Bulletin and give somebody else a chance to have an input!

David Jackson (Observer)

As an observer and fanatic driver, this is a brief account of the journey to where I am today. Be warned though, the journey is not yet over.

I was born in 1965 and grew up with 3 sisters, causing my parents some concern when, as a child, I spent hours pushing prams around. Later on in life they realised that it was probably the wheels that attracted me.

By the time I turned 17 I was already an experienced tractor driver, and had even had a go at HGV driving (off Road !!) The Department Of Transport however were not impressed and I failed my 1st driving test.

My career started as an apprentice joiner, but I couldn't keep away from vehicles so got involved in construction plant and machinery, which developed into a career in road haulage. After 10 years as an HGV owner-operator I qualified as an approved driving instructor and for a short time combined the two jobs.

During 2005 I became involved with Lancaster Training Services, where I currently work full time as an instructor on all classes of vehicle, and as a dangerous goods safety advisor.

I have spent all my working life on the road, driving everything from Tankers to Tippers, Hot Rods to Hearses and Cars to Coaches and never pass up an opportunity to get behind the wheel of something mechanical.

Spare time activity usually involves clogging up the roads with my caravan, although we do stop driving when we need to sleep.

I passed the IAM test in 1993 and see the Sunday morning drives as an opportunity to repay the time and effort spent on me in 1993. Be warned though, it could lead to a rather all consuming passion, resulting in a rather large carbon footprint.

Driving abroad

IAM warns motorists of new French traffic law

Issued: **Friday 4 July 2008**

With an expected nine million passengers to cross the channel by car this year, the IAM (Institute of Advanced Motorists) is warning motorists of a new piece of French legislation. From 1 July 2008, it is compulsory to have a reflective jacket on board a vehicle with four wheels or more.

Neil Greig, Director of the IAM Motoring Trust said: “This new legislation means any person planning to drive in France must carry a reflective jacket. It’s worth investing in one, before you leave, to ensure you don’t end up with a nasty fine when you’re on holiday. It would be a shame to get your collar felt for the lack of a legal jacket.”

In an emergency, the jacket must be easily accessible by the driver and must be put on before leaving the car, day or night, regardless of visibility. As of 1 October 2008, any person found not complying will face a 135 euro fine (90 euro if paid early).

Mr Greig added: “People tend to go into ‘holiday mode’ when away and don’t expect to break down or be involved in an accident. But, research shows you’re actually three times more likely to be involved in an accident when abroad. Being fully prepared will really help take some of the stress out of a bad situation.”

This week the IAM has prepared some simple tips to help you understand what it is a motorist need to know whilst driving abroad, for more information visit www.iam.org.uk .

DRIVING TIPS

The full text of “Driving Tips” can be found on the IAM website and on our new Group website.

DRIVING ABROAD

DRIVING TIP NUMBER 27 JULY 4 2008

With the summer holiday season beginning it’s time to consider the preparations you need to make if you are planning to drive abroad.

Whether you will be driving in your own vehicle or hiring, road traffic regulations can vary widely from country to country and getting your head around these can be a daunting task. The IAM (Institute of Advanced Motorists) have prepared some simple tips to help you understand what it is you’ll need to know while away.

The Law: Most countries' legislation is similar to the UK; however, it’s worth checking you know how local laws will affect you. For example, the drink drive limit in Germany is 50mg per 100ml of blood compared with 80mg in the UK. Don’t be tempted to drink and drive while on holiday.

Documents: Whilst driving abroad you may need your full driving licence, with paper counterpart, an international driving permit in some countries, the vehicle registration document and your insurance details.

Services: Service stations are widely accessible in the UK. Some countries have petrol stations which are few and far between. It is worth getting an idea of how

frequently you will need to fill up. This will ensure you don't end up running out of fuel before you get the chance to reach the next station.

Breaking Down: Different countries expect motorists to carry a variety of items, in case of a breakdown. For example, it is now compulsory to carry a yellow jacket in France, and a first aid kit in Croatia.

Camera Detectors: Some countries, such as Switzerland and Germany, prohibit the use of safety camera detectors and it's worth checking the law of the country you are visiting, prior to arriving. If your SatNav has built in detectors you may have to switch this facility off.

Driving on the left or right: In European countries, they drive on the 'other' side of the road. This can be confusing at first so you may need to concentrate harder. Remind yourself with the mantra "**Think right, look left.**"

YOUR HOLIDAY SURVIVAL GUIDE FOR KIDS IN CARS

DRIVING TIP 29 JULY 18 2008

The summer holidays have begun and families will soon be setting off to enjoy a week's UK holiday break. But before the camping, theme parks and beach picnics can begin you need to get in the car and travel for hours to get there. That's when the real fun starts; the kids wiggling out of their seatbelts, bickering and asking "Are we there yet?" But the journey doesn't have to be so stressful. The IAM have put together a few tips to help you when travelling on holiday with small children in the car, two of which are included here.

Strap them in: Children will need to be restrained in a suitable child restraint. More information about child restraints can be found on www.dft.gov.uk

Safety child door locks: When driving down the motorway, the last thing you need is for your passenger door to fly open. Check your child locks prior to setting off.

START ALERT, STAY ALERT

DRIVING TIP 32 AUGUST 08 2008

The Institute of Advanced Motorists (IAM) calls driver fatigue a silent killer and in a sense, that is just what it is. Fatigue operates in much the same way as alcohol. Drivers who are slightly tired will not drive as well or as safely as those who are alert. As tiredness increases, mental and physical performance drops until eventually the driver falls asleep. Research suggests that one in five motorway crashes are related to driver fatigue, although statistics are limited: drivers who are tired are seldom willing to admit it and those who crash can be too badly injured to recall the events leading to the collision. But it is clear there are far too many crashes arising from driver fatigue.

The IAM says that although fatigue is unavoidable there are a number of simple steps we drivers can take to reduce the problem:

Start Alert:

- Get plenty of rest before a long journey, don't drive if you feel tired, or unwell
- Wear comfortable loose clothing
- Adjust the driving seat in a car to a comfortable upright position and adjust the heating/air-conditioning to a cool – not cold – temperature. **Stay alert:**
- Try and avoid driving during the night when you would normally be asleep
- Early afternoon is also a high risk period to lapse in concentration
- Take regular breaks, at least every two hours
- Get out of/off your vehicle and walk around at the breaks, don't just sit in the seat

If you feel tired:

- Act quickly and do not try to “drive through” the fatigue. Turning up the radio volume and opening the window, or turning the air-conditioner to the coldest setting in the hope that these will keep you awake won't work
- If you must continue, find a safe place to stop, have a caffeine rich drink and then take a short nap for at least 20 minutes. This will give the caffeine time to get into your system and gives you a “power nap”. You can only do this once in a journey – it won't work a second time.
- If you feel more awake continue, but bear in mind that you will have to stop reasonably soon. If you still feel tired, sleep until you feel fresh enough to continue.

ANNUAL GENERAL MEETING: (An advance date for your diary)

The group's first Annual General Meeting will be held at 7 30 pm on November 14²⁰⁰⁸ at the Windermere Hydro Hotel.

The Guest speaker will be Craig Mackey, Chief Constable of Cumbria.

More details will be provided later.

INFORMATION:

Please encourage friends and family with the following:

Drive Check:

Why not take advantage of a drive check assessment, no test, just a run out with an observer to see what bad habits you have gained (*and we all do have some*). Could be useful and maybe you will enjoy it enough to go on to advanced driving.

The cost of drive check is £25

Skill for Life:

The fee is now £99 but can be paid in 2 instalments if wished.

This includes the Test, first year Membership, a Demonstration Drive and all drives out in your own vehicle. Contact Eddie for further information or, if preferred, go on line at www.iam.org.uk

Adelaide Insurance Services Ltd:

Register your insurance renewal date and they will contact you with a quote, 0845 603 1355 or www.iamsurety.com

Lots of extras and maybe cheaper insurance.

Events:

The Guided Walk in Kendal took place on Friday July 11 2008, led by Trevor Hughes, in weather that threatened, and delivered, some rain but failed to dampen the spirits of the 9 walkers. Anybody who was put off by the weather missed an informative treat – whether you think you know the town there's always something which is new to you and it is pleasant to view interesting locales on foot, rather than from the driving seat of a car.

Interested/Bored/Time to Spare?

We can always do with help to make the committee's workload easier and if you have useful skills, such as computing, writing or event organising, why not come forward. Please contact any Group Official (contact details were included with Information Bulletin No.2)

August 2008

