



Group 3081



Registered Charity No: 1053330



# "The Responsible Motorist"

## Newsletter Newsletter

Affiliated to:



Registered Charity No. 249002

# Summer 2004



## **INTRODUCTION**

This is the official publication of the  
Wolverhampton Advanced Motorists (W.A.M.)  
Registered Charity Number 1053330

We are affiliated to the  
Institute of Advanced Motorists (I.A.M.)  
Registered Charity Number 249002

If you require more information  
about our Group or the Institute please contact:

Mr. Garth Jones  
W.A.M. Group Secretary  
Tel: 07786.086277  
E. Mail: [secretary@wam3081.wanadoo.co.uk](mailto:secretary@wam3081.wanadoo.co.uk)

Group Web Site: [W-A-M@fslife.co.uk/index.html](http://W-A-M@fslife.co.uk/index.html)  
I.A.M. Web Site: [www.iam.org.uk](http://www.iam.org.uk)



## **DISCLAIMER**

**PLEASE NOTE:** The views expressed in this newsletter are not necessarily those of the Group, or that of the IAM-London, but are those of the contributor(s).

# Contents

▪ CONTENTS	3
▪ EVENTS & MEETINGS	4
▪ MEETING LOCATION – MAP & DIRECTIONS	5
▪ CONTACT LIST	6
▪ MEMO TO ASSOCIATES	6
▪ CHAIRMAN’S COMMENT	7
▪ FROM THE EDITOR	8
○ The requirement for current Group and IAM Membership by you	
○ Your Group Newsletter	
○ Closing Date for next issue of your Newsletter	
▪ FROM YOUR CHIEF OBSERVER	9
○ Speed – Should you be pressured into travelling faster?	
▪ WELCOME TO NEW MEMBERS	10
▪ CONGRATULATIONS TO TEST PASSES	10
▪ FRIENDS OF THE GROUP	10
▪ NOTICE TO ALL FULL / ASSOCIATE MEMBERS	10
○ Grievances	
▪ GROUP REGALIA	11
▪ GROUP INFORMATION	12
○ Fees	13
○ Membership Renewal	13
○ Membership Application and Renewal Form	14
○ Change of Address details, etc.	15
▪ OBSERVED RUNS / RIDES AND PRE-TESTS	16
▪ COMMITTEE – PERSONAL PROFILES	16
▪ LETTERS	16
▪ IAM NEWS RELEASES / FACT SHEETS	18
○ The Advanced Driving Test	
○ Horse-Riders “Better informed on head protection than Bikers”	
○ IAM concerned over new Government figures	
○ Bad driving now a global health issue claims IAM	
○ “Sneezy” drivers may be coming to a road near you	
○ Free guidance on minibus driving from IAM Fleet Training	
▪ ARTICLES	22
○ Driving Instructors (Hansard)	
○ Advanced Driving Instructor Exams (Hansard)	
○ Alcohol and driving	
○ THINK! Facts and figures	
○ London Congestion Charging	
▪ VIDEOS & SKID-PAN DRIVING	25

# Events & Meetings



**\*PLEASE NOTE:**

- THAT UNLESS OTHERWISE STATED ALL DATES ARE 'WEDNESDAY'
- MONTHLY MEETING DATES ARE BEING CHANGED – SO READ VERY CAREFULLY!
- OUR VENUE FOR OUR MONTHLY MEETINGS IS – 'THE FRIENDS MEETING HOUSE' IN WOLVERHAMPTON - SEE THE MAP AND DIRECTIONS ON THE FOLLOWING PAGE (No.5 of 25)
- WHILE YOU ARE READING THIS PAGE IT IS AN IDEAL MOMENT TO PUT THESE DATES AND DAY INTO YOUR DIARY – NEWSLETTER COPIES 'RELOCATE' THEMSELVES AFTER A TIME!

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**14<sup>th</sup> July 2004**

**8pm – “Traffic Policing”  
Talk by Ralph Haworth – West Midlands Police**

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**11<sup>th</sup> August 2004**

**10.30 a.m. – Visit to ‘Air Ambulance’ at RAF Cosford.**

**\*\*Only 10 places available\*\***

- Please contact your Group Secretary by 20<sup>th</sup> July with your name and vehicle make, colour and registration number

**8.00 p.m. – NO EVENING MEETING THIS MONTH**

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**8<sup>th</sup> September 2004**

**8pm – “Under the surface”  
Talk by Bob Jackson – Consultant for the Road Transport Laboratory**

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**25<sup>th</sup> September 2004 - Saturday**

**“Skidpan Instruction” - with Police Instructors**

**Cost: 1½ hours for £39**

**Contact your Group Secretary – only 12 places available**

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**13<sup>th</sup> October 2004**

**“Driving with attitude”  
at the Staffordshire Police HQ  
Talk by John Bagley – Police Driving Instructor  
\*\*Please contact your Group Secretary for further detail.\*\***

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***“Being there - gains other insights and the latest news!”***



# We are here!

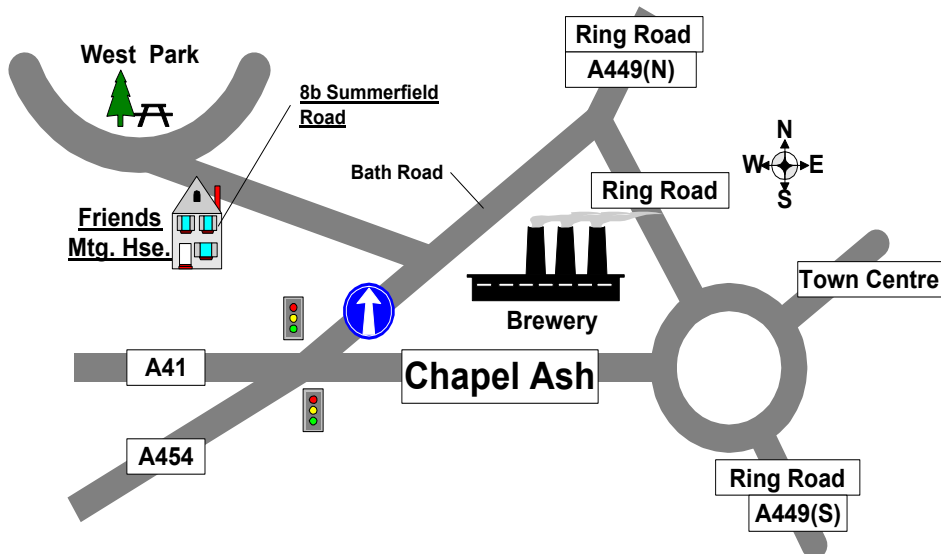
## Venue for our Group Monthly Meetings

Is at:

- The Friends Meeting House  
8b Summerfield Road  
Wolverhampton WV1 4PR

As you get to the gate - follow down the drive towards the back of this property and its car park. The Meeting House is at the very back – a single story building with glass entrance doors.

We are sure that you will find this new venue much more central to our catchment area. Hopefully it will also encourage a higher attendance.



- This map shows that Bath Road is a 'one way road' – albeit briefly - when approached from Chapel Ash.
- You cannot turn right into Bath Road - when coming out of town down (A41) Chapel Ash.
- Taking the Ring Road from Chapel Ash Roundabout - you will need to turn first left into Bath Road then second right to Summerfield Road.
- For other approaches please consult your 'A-Z'.

# Contact List - Committee & Trustees

## PRESIDENT

Bill Goodreds  
3 The Parade  
Wall Heath  
Kingswinford  
DY6 9AX  
Tel:- 01384 292381

## VICE PRESIDENT

Joe Brookes  
12 Turnpike Way  
Paddock Rise  
Birchcroft  
Coven WV9 5HY  
[Joseph@brookes29.freerve.co.uk](mailto:Joseph@brookes29.freerve.co.uk)  
Tel:- 01902 791966

## VICE PRESIDENT

Judith Rowley  
28 Dudley Walk  
Goldthorne Park  
W-ton WV4 4HD  
Tel:- 01902 337945

## CHAIRMAN

Paul Williamson  
16 Lesscroft Close  
Pendeford  
W-ton WV9 5LJ  
[wv95lj@tiscali.co.uk](mailto:wv95lj@tiscali.co.uk)  
Tel:- 01902 831183

## SECRETARY

G Jones  
P.O. Box 3264  
W-ton WV8 2YL  
[secretary@wam3081.wanadoo.co.uk](mailto:secretary@wam3081.wanadoo.co.uk)  
Tel:- 07786.086277

## TREASURER

Graham Foulkes  
23 The Heathlands  
Wombourne  
Staffs. WV5 8HF  
Tel:- 01902 896492

## MEMBERSHIP SEC.

(see – Minutes Secretary)

## ASSOCIATE CONTROLLER

(see – Chief Observer)

## MINUTES SECRETARY

Mrs. Sue Palmer  
7 Walhouse Drive  
Penkridge  
Staffs ST19 5SP  
[spalmer@harrisallday.co.uk](mailto:spalmer@harrisallday.co.uk)  
Tel: 01785 714927

## CHIEF OBSERVER-Cars

Geoff Davis  
30 Glendale Close  
Finchfield  
W-ton WV3 8EN  
[geoff.davis2@tinyworld.co.uk](mailto:geoff.davis2@tinyworld.co.uk)  
Tel:- 01902 763478

## CHIEF OBSERVER-M/c's

(see – Secretary)

## NEWSLETTER EDITOR

Tony Robson  
133 Elston Hall Lane  
Bushbury  
W-ton WV10 9HD  
[robson@jantony.freerve.co.uk](mailto:robson@jantony.freerve.co.uk)  
Tel:- 01902.789557

## TEST ADMINISTRATOR

(See - Associate Controller)

## EVENTS CO-ORDINATOR

(see - Secretary)

## PUBLICITY OFFICER

G. Mistry

## ADDITIONAL TRUSTEES

George Clarke

# Memo to Associates

- ❑ **All Associates should be aware that once they are allocated an observer** - it is their responsibility to keep in touch with that observer.
- ❑ **Even if you are unable to make an appointment for a run out in any particular week** - it is up to the associate to telephone the observer and say so. Our observers work on a voluntary basis and have lives of their own to fit around their observing. It is only courteous to let them know when you are unavailable for an observed run.
- ❑ **If associates do not keep in touch with their observer** - it will be assumed that they are no longer active and the observer will be assigned to someone else on the waiting list. Observers are a scarce resource and we have to utilise their availability to the best advantage for all concerned.
- ❑ **When you finally get to the point where you pass the test** – let us know via your observer. If we don't know about your success, we can't celebrate it with you. We are sure that you appreciate the effort and time that your observer has given to you and that you will thank that person personally and possibly through a letter to your newsletter. **Please be considerate** - for the benefit of all concerned.

**Geoff Davis** – Chief Observer & Associate Controller

# Chairman's Comment

The AGM has come around already and it hardly seems like a year since our last group AGM. We need and would like more people to come forward and help in our Group in whatever way they might like to volunteer their time and skill.

There are many things that you could assist our Group with e.g. if you have passed your Advanced Test becoming an Observer help repay the time given to you by your own Observer and proves a good way of keeping your more enhanced driving standard.

I have been privileged to be Chairman of our Group for the last two years and if you choose to re-elect me again then next year I have no choice but to stand down as Chairman. So if anyone would like to come forward ahead of the AGM all the better.

Talking of things that change are you aware of the recent DVLA changes and you personal liability to advise them immediately you sell your vehicle or if you take your vehicle off the road.

You will be liable to not only the cost of the road tax owed but the cost of a fine as well. For full details check the DVLA web site on [www.dvla.gov.uk](http://www.dvla.gov.uk) or ring 0870

You will be pleased to know at a recent Group Night we raised £50.00 for the local Air Ambulance from kind donations made by those present on the evening combined with a donation from our Group social account.

**1<sup>st</sup> April was the deadline for Group membership fee renewal** - so if you haven't already then please do it straight away. We do need you to us the membership in the centre of the magazine as you need to sign the declaration on it.

**Feedback from members of what is wanted in your Group** - is something your Committee is very keen to hear. Which direction you want us to go in? What types of Guest Speakers would you like at forthcoming Group meetings? Events, visits?

Finally can I thank all of our Groups Committee for all their hard work and time they have given to the Group during the last 12 months.

Regards

**Paul**

# From the Editor

Well, We're having a heat wave as I type this - although contributions seem frozen to date! I am now a retired person and wondering how I found time to go to work before. **Do be aware - that although the format of this page seems the same there are always some changes that could affect you!**

## **The requirement for current Group and IAM Membership.**

Please keep a close eye on your membership status and their renewal dates. Can you ensure that you complete the Group form that is always part of your newsletter and return it in a timely fashion together with the relevant monies to Mrs. Sue Palmer. Also the IAM form posted to you direct from London.

- Renewal date has passed some weeks ago – April 1<sup>st</sup> 2004. (No fooling!!)
- Do be aware that current memberships are a mandatory requirement for all observers.
- As with your annual renewal with IAM London you certify a clean licence or state any endorsements for review prior to any renewal.
- Chasing people costs group money, so please be a 'responsible motorist' in this aspect also!
- **A group membership cut off date of 5<sup>th</sup> August will be actioned for those who do not renew.** Should this be ever applicable to you will no longer be a group member, associate member, observer, etc. as appropriate to your status.
- Ensure that you read the modified membership and change in details forms (pages 14 & 15) there have been some important changes to these that may effect you directly.
- Do complete your renewal form with all relevant information so that we can maintain our membership database. This database is for WAM Group use only.

## **Your Group Committee needs you!**

We continue to ask for your time and personal commitment to your group. We are still in need of new blood on the committee so that the running can be evenly distributed to give members old and new a better group - one that has a future! As you will see we have gained three new committee members – but – one or two more would not go amiss.

- **Events Organiser** – this position is now vacant once more. This is a busy but rewarding position. The person who fills this place will have the full support of the committee together with their help and knowledge of past events and talks to draw upon. At no time will you be thrown in at the deep end.
- **Committee Members** – there are places for those of any type of membership. You will still contribute to meetings and the group. Your ideas and personal skills may be just what we need.

## **Your Group Newsletter:**

What is **still** missing from it? In a nutshell contributions from other than committee members. This continues to be the norm rather than the exception. Even thank you letters from members passing their test are rare. We do need your input to reflect a Group Newsletter. Go on select first gear and write half a page or better still a whole one – it isn't that hard once you engage the clutch and the wheels start to turn!

## **Your articles, letters, comments, etc. - are always welcome.**

These can be sent to me by post either written or on a diskette. Ideally e.mail is best as an attached file. Items sent on diskette or by e.mail should preferably be in Word.doc format, which saves me having to create your detail again. Should they not be part of the following issue please be assured that they will be put on file and used.

**\*\*CONTRIBUTORS - PLEASE NOTE: the closing date for any input into your next Issue is – Saturday September 18<sup>th</sup> 2004.**

**Tony Robson** ([robson@jantony.freeseve.co.uk](mailto:robson@jantony.freeseve.co.uk) – see Committee Contacts page also)



# From your Chief Observer

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## Speed – Should you be pressured into travelling faster?

Recently, I was travelling through a section of motorway road works where the speed limit was 40 mph - the signs indicated it was a police speed check area. I reduced my speed accordingly.

Having passed by the main part of the road works, but was still travelling through the restricted area, the driver of a 'white van' directly behind, closed in and flashed the headlights attracting my attention, he then raised his left arm – I suppose meaning 'to move it along'. But as I was still in a speed-restricted area there was a possibility of receiving a fine.

I looked well ahead for the national speed limit signs, which would mark the end of the road works speed restrictions. As usual, there was a great deal of traffic using the motorway, and vehicles ahead were temporarily obliterating the view of the signs. After a few moments, I could see the signs between the vehicles ahead - at that point they were at least 800 yards in the distance. I continued at the reduced speed.

After passing the national speed limit signs, I increased my speed to 70 mph –, as it was safe to do so. At this higher speed, the 'white van' began to overtake, pulling in just ahead - well within the '2 second interval'- he then applied the brakes briefly, even though no one was ahead him. I eased off, and held back, wondering what would happen next. The driver of the 'white van' continued at this reduced speed until leaving the motorway.

I had already planned to leave the motorway at the next exit – the driver of the 'white van' had also planned to leave at the same exit! I followed at a reasonable distance and watched him take a turning off the main road. I continued my journey.

The question is, I suppose, should we 'go with the flow' or observe the speed limits? These days, it may be better to observe the speed limit signs, especially when travelling through road works, or unfamiliar areas, than 'going with the flow'.

It is becoming a higher profile to look for speed limit changes, and to alter speed accordingly. Some roads, which for years have rarely had alterations to their speed limits, may now have areas of lower limits, along with the speed / safety camera signs, to emphasise the new limit.

Also, when approaching a camera, do you *automatically* look at the Speedo to check your speed, even if you've checked it a few moments before? I know I usually do.

### Reflections

I must mention in closing that recent Pre-test drives have been to a high standard.

All the necessary criteria to 'pass a test' were displayed, which meant I didn't have too much to input at the end of the drive.

So, **well done** to both associates and observers.

*Be vigilant – take care – drive safely!*

**Geoff Davis**  
**Chief Observer (Cars)**



# Welcome - and Congratulations !



## New Members

### Welcome to: -

#### **Car Associate:**

Paul Spelman	Claregate
Stephen Dalloway	Stourbridge
Chris Wright	Wednesfield
Doug Jones	Codsall
Sam Timmis	Wordsley
Robert Smith	Finchfield
David Jasper	Wordsley
Satnam Sandhu	Great Bridge

John McHale	Dudley
Wendy Owen	Bilston
Chris Evans	Wednesfield
Kris Beardsmore	Sedgley
Peter O'Farrell	Wednesfield
Stuart Dalloway	Tividale
Candice Assing	Wednesfield

#### **Motorcycle Associate**

Peter Lowndes	Ashmore Park
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## Advanced Test Passes

### **Congratulations to: -**

#### **Car:**

Edwin Bridgen
Carl O'Brien

#### **Observer:**

Garth Jones
-

#### **Car:**

Karen Astbury
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#### **Observer:**

Roy Richards
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**REMEMBER** - one good way to **maintain** your proven skills is to become an Observer yourself. By passing your expertise in this way onto others you can enjoy their success also! This is a further contribution to road safety from you and your assigned associates.

## Friends of the Group

Members may not be aware but there are the following categories of Group membership:

- Group Full Member
- Group Associate Member
- Group Honorary Member, and
- Group Friend

The 'Group Friend' category is defined within the group rules as a member of the public that can be accepted as 'a group friend' in the absence of special reasons rendering an applicant unacceptable. This category of membership is not intended for those who have been Group Full Members, for those who have been and are no longer IAM Members, or for those who have been Group Associate Members unless they have taken and failed the IAM Advanced Test and may only be awarded by the individual decision of the Group Committee.

### **\*\*ATTENTION: - TO ALL FULL / ASSOCIATE MEMBERS\*\***

#### **Grievances**

We volunteer to work for the improvement of road safety through better driver and rider skills. We wish to inform all in the Group, that if anyone feels that they have a grievance, then please make contact with the committee as soon as possible, so that information and experiences can be made clear and settled in a timely manner.



# Group Regalia



MA 1 Jacket (Black)	£26.50
Sweatshirt (Black, Red, White)	£13.50
Polo shirt (Black, Red, White)	£10.00

All of the above are inclusive of being embroidered with either the car or motorcycle logo.

## **ORDER FORMS ARE AVAILABLE THROUGH GARTH JONES.**

Tax Disc Holders (Car)	£1.00
Reflective IAM logos (Red or Green self adhesive)	£1.00 pair
Motorcycle fairing stickers (Group logo)	£1.00 pair
Helmet ('DO NOT REMOVE' etc.)	£1.00 pair

**AVAILABLE FROM - G. JONES**

# Wolverhampton Advanced Motorists



(Group 3081)  
(Registered Charity No. 1053330)

Group Secretary:

Mr. G. Jones  
P.O. Box 3264  
Wolverhampton  
West Midlands WV8 2YL  
Tel: 0870.240.8220

## INFORMATION

Thank you for your interest in the Institute and we hope that this information will answer many of your questions and help develop interest of Advanced Motoring through us.

As an Associate member, we undertake to guide you to the required standard to pass the Institutes Advanced Driving Test. The Associate enrolment fee of £85.00 is for Car, Motorcycle, Mini-bus and Commercial drivers. This includes: -

- An up-to-date "Highway Code",
- An I.A.M. book - "How To Pass Your Advanced ... Test",
- An Observer,
- A Pre-Test, and
- The Test fee.

An Observer will be appointed to you, to aid your learning of Advanced Motoring. This guidance usually takes about an hour a week by mutual agreement. When your Observer considers you to be sufficiently trained, a pre-test Drive with the Chief Observer or a Senior Observer will take place and advice given about the drive / ride and your application for the Advanced Test.

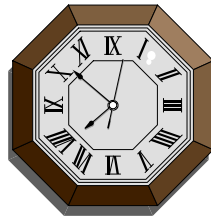
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been perfected with guidance from your Observer.

The first years membership of the IAM (£15) will be either refunded or held by the I.A.M. pending a further test if you prefer, should you be unsuccessful.

During your 12 months Associate Membership of the Group, you will receive a quarterly Group Newsletter, informing you of activities arranged for all in the local Group. These include Talks, Lectures, Group facilities and visits to various venues that you may feel will be of assistance to improving the standard of your driving. All of the Group meetings are free and you and your interested friends will be made welcome.

# Group Membership Fees

<b>ASSOCIATE MEMBERSHIP:</b> (upon joining – car or motorcycle)	£85
<ul style="list-style-type: none"><li>▪ This includes the cost of your Advanced Test and 1<sup>st</sup> years IAM Membership (the latter refunded for test not being passed).</li><li>▪ Also copies of the I.A.M. publication 'Passing your Advanced Driving Test' / 'Passing your Advanced Motorcycling Test' – plus – 'The Highway Code'.</li><li>▪ Guidance up to the time that a Senior Observer recommends you for the Institute Advanced Test. (You will then only receive a check drive / ride prior to this Test).</li><li>▪ New members are required to complete the form opposite when applying for membership.</li></ul>	
<b>ASSOCIATE MEMBERSHIP RENEWAL:</b>	£12
<b>FULL MEMBERSHIP:</b> (Effective 1 <sup>st</sup> April, 2004)	£12
<b>FAMILY/JOINT MEMBERSHIP:</b>	
▪ (2 <u>FULL</u> members at the same address - (Effective 1 <sup>st</sup> April, 2004))	£18



## **'Membership Renewal' Time – 1<sup>st</sup> April, 2004**

### **NOTE:**

- If you are a **FULL MEMBER** - and you have not yet renewed your Group Membership for the current year, please do so as soon as possible. The fee due is £12 (£18 for Family / Joint Full Members).
- If you are an **ASSOCIATE MEMBER** - renewing for the current year the fee due is £12.
- **ALL MEMBERS** – please note applicable fees and effective dates listed above.
- **COMPLETION OF THE FORM OPPOSITE** – should accompany all membership application / renewals.
- **A GROUP MEMBERSHIP CUT OFF DATE OF 5<sup>TH</sup> AUGUST - will be actioned for those who have not renewed.** This will happen each year for those not renewing in a timely fashion.

Please forward your Cheque (payable to – 'W.A.M.' and with your Group Membership number on the back) and your completed form to:

- Mrs. Sue Palmer  
7 Walhouse Drive  
Penkridge  
Staffs ST19 5SP

### **\*\* IMPORTANT – ALL 'FULL' MEMBERS PLEASE NOTE:**

- Your London Membership is required in addition to that for your Group.
- If you are an **OBSERVER** you have to be a fully paid up member of both.



**Wolverhampton Advanced Motorists**



**Group 3081  
(Registered Charity No. 1053330)**

I wish to apply for \*Full / Associate Membership of the Group in the following category of Vehicle(s):

\*Car / Commercial / Motor Cycle / Mini-Bus \*Manual / Automatic

Other Modifications (incl. for any disabilities).....

Surname:\*(Mr.,Mrs.,Miss,Ms.,etc.).....Forename(s): .....

Preferred Name: ..... Address: .....

.....Post Code: .....

Tel. No: ..... E.Mail Address: .....

Date of Birth: ..... Occupation: .....

When are you available for guidance? \*Daytime / Evenings / Weekends.

**ASSOCIATE ENROLMENT FEE:** - for Car / Motorcycle / Commercial / Mini-Bus:..... £85  
(This includes: - 'The Highway Code' and [I.A.M. publication]'How to Pass your Advanced ..... Test')

**FULL MEMBERSHIP FEE:** - £12.00 Group Membership No. .... IAM / Ref. No. ....

I enclose a \*Cheque / Postal Order / Cash for £ ..... Cheque / Postal Order No. .... (made payable to "Wolverhampton Advanced Motorists" or "W.A.M.")

**Please note** -The function of the Observer - is limited to making comment or giving advice so as to help the associate improve their standard of driving. As the driver or rider of the vehicle - you are deemed to be in control of it at all times during an observed run. Associates are also expected - to attend the occasional associate evenings.

- Do you have any current convictions on you driving documents? \*Yes / No
  - Are you registered disabled? \*Yes / No
- (If yes to either please give brief details below or separately, including dates, etc.)

I confirm that the vehicle(s) that I shall be driving during observed runs shall be suitably insured, taxed and it will have a current MOT certificate (if applicable). I will remain fully responsible for the safe driving of the vehicle(s). I will advise the Group Officers directly in writing of any / all changes both in the foregoing detail and my driving documents. As a 'Full Member' (if applicable) I also confirm that I am a current valid member of the IAM (London) and quote my membership number above. I accept the current IAM and WAM Group Rules.

Signed: ..... Date: .....

**Cars/Commercial/Mini-Bus/Motorcycle:**

**Please forward Moneys and this completed form to:** Mrs. Sue Palmer, 7, Walhouse Drive, Penkridge, ST19 5SP

How did you hear about the IAM? .....

*\*Delete as applicable*

## **CHANGE IN MEMBERSHIP DETAILS AND / OF DRIVING DOCUMENTS**

**Membership Category:**

- \*Car / Motorcycle / Mini-bus / Commercial.
  - \*Associate / Full Member / Observer.
- (\* Delete as applicable)

**Surname:** \*(Mr., Mrs., Miss, Ms., etc.) ..... **Forenames:** .....

**Address:** .....

..... **Postcode:** .....

**Tel. No:** ..... **E.Mail Address:** .....

**IAM Membership No:** ..... **Group Membership No:** .....

• **Changes:**

- To driving documents.
- Of other relevant detail.

PLEASE COMPLETE AND RETURN TO:

**Mrs. Sue Palmer**  
**7 Walhouse Drive**  
**Penkridge**  
**Staffs ST19 5SP**

# **OBSERVED RUNS / RIDES AND PRE-TESTS**

**All Full and Associate Members – Please note** – a valid Group Membership card must be produced upon request. Should your card not be produced or be invalid for any reason, that particular activity cannot take place.

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## **DO REMEMBER –**

### **When you have taken a ‘pre-test’ drive**

– and have been recommended to apply for the advanced test, please send your completed test application form to me as soon as possible. This recommendation will come from you having demonstrated the standard that we expect of you to pass – however – it will still depend on your driving on the actual day of your IAM test with an IAM Examiner.

Once one or two details have been recorded from your form it will be sent to IAM London without further delay. Within the following 2-3 weeks your appointed Test Examiner will contact you to arrange a date and time for your actual advanced driving test.

If for any reason you are unable to send the form please contact your observer or myself without delay.

### **After taking your test**

– please let your Observer and Chief Observer know as soon as possible. This allows us to say well done - and - also to free your observer for any waiting associate.

### **Observers**

– tell your Chief Observer when your associate passes – he would much rather be told twice than not at all!

**Geoff Davis – Chief Observer**

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# **Committee Personal Profiles**

At a recent Committee meeting one of our members came up with the idea that it might be of interest if we were to share with the Group a little about each of ourselves who are part of your present committee.

As Chairman it seems appropriate that Paul would go first.

## **Personal Profile – Paul Williamson**

Currently – Chairman and Observer. Previous Roles – Secretary and Newsletter Editor Age: 41. Length of time in Group: 15 years approx.

I am married to Karen. We have four children Simon (17), Lisa and Gavin (15), Martin (13). My Dad and brother Kevin both still live in Liverpool where I originally come from.

My current job has many facets to it which include giving training to others, many aspects of computing from installing cables of various types to make up infrastructures and networks through to Hardware (Servers, PCs, Printers and peripherals) their procurement, installation and set-up as well as most software aspects. Similarly I do the same with all aspects of CCTV and other security devices. Through my job I get about a lot and have seen many things on the many different roads and lanes during my travels.

My first job was as an apprentice and I ended my time as a fitter/ turner after I went on a college course in electronics and microprocessors. After that I got a job as a Junior Technical Support Clerk for Birmingham Midshires Building Society. There I stayed for the next 20 years until I left having done various technical jobs for them even including fixing cash points.

I joined the Group as an Associate a number of years ago with Brian Hadley as my Observer. I was in due course asked on to the Committee and the rest is listed above.



I do other things apart from my interest in our group I have been involved with the Motorway Police Consultative Committee. I am a Governor at my children's school and take a active role there. Around the house I do bits of DIY, the latest was the installation of a new toilet and wash basin.

My wife Karen is a support worker for adults with learning disabilities. She is a key part of my life.

For holidays we try and visit at least one new place every year either at home or abroad. We quite often take our dog, Max, with us if it is this country as he like lots of walks and the ability when we feel its safe for him to run free. In the car he sits on the floor behind my drivers seat and looks out through the window at his many admirers.

So that's a bit about me so look out in the next issue for your next Committee member!

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# Letters

Dear Tony,

Please find attached a letter I've just sent to the "Advanced Driving" magazine. Since you had no letters in the Winter edition of "The Responsible Motorist" I thought I would send it to you too!

Thanks for your time.

Regards,  
Steve Hale.  
108 Stamford Road  
Brierley Hill  
West Midlands  
DY5 2PY

FOR PUBLICATION

Dear Ian,

I was interested to read the letter from Anthony Prince regarding insurance companies giving cheaper quotes to new customers than renewals for their existing customers. I have to say this is not always the case. My renewal with Zurich came through in January at £476, whilst a internet quote with them as a new customer resulted in a value of over £800. I've been with Zurich (previously known as Eagle Star Direct) since 1998, so clearly I'm getting some kind of "loyalty discount".

However, the main point of me writing this letter is to express how surprised I was with my first ever quote from IAM Select - a similarly unrealistically high value over £800! So far since passing my IAM test I have not found any of the insurance discounts I was expecting. Now obviously I became an advanced driver in order to improve my driving skills not to save money, but a financial bonus would have been nice!

Yours sincerely,

Steven Hale.

[Editor: Thanks for your letter, Steve. We will look out for it in the coming 'Advanced Driving' issues.]

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# IAM News Releases / Fact Sheets

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## **THE ADVANCED DRIVING TEST**

### **What the Examiner expects**

The Test takes about 90 minutes, over all types of roads and using your own car. The four essential qualities are **Concentration, Observation, Anticipation** and **Planning**. The Examiner is the holder of a Police Advanced Driving Certificate. A full understanding of what is expected can be found in the IAM publication "Pass Your Advanced Driving Test" or "Pass Your Advanced Motorcycling Test" as appropriate. A number of important points are mentioned here:

### **THE PRINCIPLES OF ADVANCED DRIVING**

- Do you concentrate properly and avoid distractions?
- Can you read the road and anticipate potential hazards in good time?
- Are hazards dealt with in a planned and systematic way?
- Do you use your mirrors before changing your speed or position and do you always give a signal to other road users if they will benefit or appreciate one?
- Can you drive with reasonable restraint, but not indecision?
- Is your judgement of speed and distance accurate?
- Do you drive with courtesy and consideration for other road users, including pedestrians?
- Are you always in the right place on the road, travelling at the right speed with the right gear engaged and able to stop safely in the distance you can see to be clear?

### **HANDLING SKILLS**

- Are steering actions safe, smooth and accurate, and do you pass the wheel through your hands?
- Are gears smoothly and correctly selected?
- Do you make full use of automatic transmission, if your car is fitted with it?
- Is your braking smooth and progressive?
- Do you use "acceleration sense"?

### **ADVANCED DRIVING SKILLS ON THE ROAD**

- Do you keep up a reasonable pace and maintain good progress if conditions permit?
- Do you anticipate and react correctly to the situations developing ahead?
- Are the correct road position chosen and signals given in good time for the next manoeuvre?
- Are all signals, signs and road markings observed, obeyed and approached correctly?
- Are overtaking manoeuvres carried out smoothly, decisively and safely?
- Do you drive with proper restraint and proper sensitivity of control when the roads are slippery or visibility is reduced?
- Are manoeuvres such as parking, reversing, carried out smoothly and competently with effective all-round observations?

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**Advanced Drivers are expected to control the risks, despite the incorrect actions of others. Every journey can have its unexpected moments.**

**However, even successful candidates have made minor mistakes, which did not prevent them from passing the Advanced Driving Test.**

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# **HORSE-RIDERS "BETTER INFORMED ON HEAD PROTECTION THAN BIKERS" - SAY IAM EXPERTS**

**Issued: 7 June 2004**

Horse-riders have better information on the head protection available to them than motorcyclists, despite smaller numbers and far fewer accidents.

That was the message at a motorcyclists conference held by the IAM recently. More than 150 IAM delegates heard that British Equestrian Federation has a helmet assessment programme that provides far more consumer information than anything available to bikers.

IAM staff examiner Jon Taylor pointed out that in Europe in 2002, there were nearly 5000 motorcyclists killed or seriously injured (ksi). "More than 75 per cent of motorcyclist deaths or serious injuries involve head injuries of some sort. The DfT is now overseeing a workshop dealing with helmet issues but a lot needs to be done if targets for casualty reduction are to be met," said Jon. As well as being a Motorcycle Staff Examiner and current motorcycle examiner with the IAM, Jon is also a Class One police certificate holder for both cars and bikes.

"The IAM rightly puts emphasis on defensive riding and avoiding collisions, but there is only so much that hazard-aware bikers can do. When it comes to the crunch, as it were, we all end up relying on external protection."

"I was surprised to find that horse riders have a wealth of information regarding the standard of hats and helmets available to them - but that there is no real equivalent for motorcycle riders."

"Jokey ears on the side are not so funny if you come off a bike. I am sure many riders are unaware that they can actually increase the injuries received by increasing the likelihood of rotation on impact with the road," said Mr Taylor.

"This can directly effect injuries to the neck and brain due to increased rotational forces. Head impact energy is proportional to head impact speed and improving the performance of the helmet lining has a large effect on reducing injuries to the brain. A 24 per cent improvement in the absorption qualities of the lining will result in a 30 per cent reduction of AIS 5-6 injuries – that is, serious or fatal."

However a 30 per cent improvement to the lining will bring about a 50 per cent reduction in injuries, he said.

"Reducing fatal and serious head injuries by 20 per cent is now a UK national road safety target and this would go a long way to meeting those aims."

"We all need to be better informed about the helmet we are choosing to buy," said Mr Taylor. "The adoption of the EuroNCAP scheme star rating for motorcyclists' helmets would help greatly in this regard. You would finally be able to choose your helmet based on its ability to protect you. Something that is currently missing, unless you are a horse-rider that is!"

## **IAM CONCERNED ABOUT NEW GOVERNMENT FIGURES**

**Issued: 8 April 2004**

The IAM is very concerned about new Government figures showing accident injuries are down, but fatalities are up. We are also concerned that the rise in the number of fatalities maybe due to an increase in the number of people riding motor cycles.

All motorcyclists can only gain from learning advanced riding skills; a fact that is very well understood by those who come to the IAM to improve their riding skills and their safety. Twenty percent of all those who take the IAM Advanced Test are riders, and just over 12% of our members are motorcyclists.

Last month, the IAM appointed its first Motorcycle Manager to oversee our efforts to improve the safety of this vulnerable section of road users.

# **BAD DRIVING NOW A GLOBAL HEALTH ISSUE CLAIMS IAM**

Issued: 7 April 2004

Better driving would make a major difference to the nation's health claimed the IAM today (7 April 2004) as a World Health Day conference got underway in London.

The conference marks the fact that, for the first time in the history of the World Health Organisation (WHO), World Health Day has been dedicated to road safety.

Welcoming the conference "Safer Roads for Everyone - from WHO to You", IAM Chief Executive Christopher Bullock hailed the new recognition that road deaths were a global health issue as a breakthrough.

"WHO experts predict that road deaths could be the third biggest killer worldwide by 2020," said Mr Bullock.

"Road deaths result from crashes, the vast majority of which are preventable. So the conference theme 'road safety is no accident' is a good choice," he said.

"Each and every motorist has it in his or her gift to contribute to their nation's health through better driving standards. That makes bad driving a global health issue as well as a long-term problem for the UK. Whiplash injuries caused by rear-end-shunts, for example, are amongst the most common of road traffic accidents. They don't command many headlines - but they cause misery for thousands."

Mr Bullock said that such rear-end-shunts alone cost UK plc in the region of £3 billion annually,\* when medical treatment and time off work are factored in.

The main objectives of World Health Day are:

- To raise awareness about the health impact, social and economic costs of Road Traffic Accidents.
  - To highlight the particular vulnerabilities of certain groups of road users.
  - To issue a call for action to increase efforts to prevent road accidents.
- 

## **“SNEEZY DRIVERS” MAY BE COMING TO A ROAD NEAR YOU, SAYS IAM**

Hay fever sufferers at the wheel may pose a risk to themselves and other road users, says the IAM, the UK's leading driver and rider safety specialists.

As we approach the start of the hay fever season, it's worth reflecting that a sudden burst of sneezing can often cause a driver to lose concentration and vision for a considerable distance. This means that if a hay fever sufferer has a bout of eight or nine sneezes when travelling 70 mph on a motorway, vision could be lost for up to half a mile.

Bryan Lunn, IAM Chief Examiner, says that if you don't suffer from hay fever, remember that the driver in front or behind you may be one of the UK's estimated ten million hay fever sufferers about to have a bout of sneezing and go "blind" for some considerable distance.

While motorists normally pay attention to major health problems that can affect their driving skills, they pay less attention to the host of mundane illnesses that affect many drivers and can increase their risk of having a crash.

"A cold, a headache, tiredness, stress, indigestion, a stiff neck, a bad back, stiff joints, feeling claustrophobic in tunnels, the fear of insects in the car - the list is endless," said Mr Lunn.

"There are some simple things that a driver can do if he or she is having a bad hay fever day. Obviously, if it's really bad, you shouldn't drive at all. If your journey is really necessary, try to get someone else to do the driving. Keep all the windows closed all the time to reduce the number of pollen grains in the car and vacuum all the mats, carpets and upholstery every week to get rid of the dust."

Mr Lunn said that car dealers can often fit pollen filters. Other precautions include checking that any medication you take for hay fever is suitable to use if you're going to drive. And remember that many hay fever remedies cause drowsiness so check the label.

"If you feel a bout of sneezing coming on when you're driving, slow down - not forgetting to check the mirrors and signal if one would be beneficial to other road users. Try pressing hard between your upper lip and nose with your finger.

## FREE GUIDANCE ON MINIBUS DRIVING FROM IAM FLEET

1 December 2003

IAM Fleet, the commercial training division of the Institute of Advanced Motorists, is offering a free guidance booklet for minibus drivers. IAM Fleet recognise that a considerable number of minibus drivers undertake what is a highly responsible task, without the benefit or opportunity of any formalised training programme.

With this in mind, IAM Fleet is offering the 40-page booklet free of charge to anyone who regularly drives a minibus for a charitable or educational institution.

Most minibuses in the UK are driven by people such as charity volunteers, teachers and scout group leaders. Their responsibilities and challenges tend to be grossly underestimated, says IAM Fleet. Unlike coach drivers, who take a special driving test, minibus drivers who passed their car test before 1st January 1997 are not required to undergo any further training or tests.

To heighten the potential dangers, many older minibuses are merely converted vans, which are unsuitable for carrying passengers and luggage. Even if the minibus is modern and well designed, the driver may still encounter a variety of dangers that can only be avoided through special knowledge and skills.

The IAM Fleet booklet, entitled 'Minibus Driving - Your Skill, Their Care', provides detailed guidance on a wide range of subjects, including legal requirements, loading, driving techniques and hazard avoidance. Complete with helpful illustrations and diagrams, the easy-to-follow guide will help to prepare minibus drivers for their highly responsible role and refresh the driver's memory when required.

"Almost all minibus drivers have one thing in common," says Bob Hinchliffe, UK Business Manager for IAM Fleet. "Although we recognise that many minibus drivers have had proper training and assessment, there are a number who have not received professional training for this particular type of vehicle. By making this booklet available, we aim to improve their skills as minibus drivers and point out some of the added responsibilities that they face. Nothing can compare with practical training from an experienced instructor, but in the absence of such training, this booklet will act as a valuable guide."

IAM Fleet also offers a discounted charity rate for anyone interested in Occupational Road Risk training courses.

To obtain a free copy of the booklet, or information on Occupational Road Risk training courses, call IAM Fleet on 0845 3108311.

IAM Fleet are winners of the 2003 Fleet Excellence Award and operate a quality management system that complies with the requirements of ISO9001. For more information, visit '[www.iamfleet.com](http://www.iamfleet.com)'

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# Articles

## Driving Instructors

(Extraction from the Hansard - 28 Jan 2004 : Column 358W)

**Mr. Burns:** To ask the Secretary of State for Transport how many attempts approved driving instructors will be permitted to pass the test; whether ADIs will be removed from the register if they fail the test; when the Government intend to bring in these changes; and if he will make a statement. [149828]

**Mr. Jamieson** [*holding answer 26 January 2004*]: Driving instructors will not be limited in the number of attempts they are allowed to pass the computer-based assessment we are adding to their supervision arrangements. Only if an instructor was unable to pass the assessment at the end of a two-year period would action be taken to remove the person from the register.

We intend to introduce the assessment this autumn. It will comprise a multiple-choice question test of knowledge and understanding of driving theory and instruction, plus a moving-image hazard perception test. The knowledge test draws on a bank of over 900 questions and is more comprehensive than when most instructors qualified.

Hazard perception testing has been a key part of the qualification process for learner car drivers, lorry drivers, bus drivers, motor cyclists, potential instructors and driving examiners since November 2002. Extending it to driving instructors who have not been assessed in this key skill will help their standards maintenance and professionalism and result in a driving instructor profession better placed to deliver high-quality instruction.

We want to ensure that when the public, often young people, buy driving lessons they can have confidence that the instructor they choose will have kept up to date with developments in the learning-to-drive syllabus and be familiar with how the hazard perception test works.

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## Advanced Driving Instructor Exams

(Extraction from the Hansard - 28 Jan 2004 : Column 356W)

**Mr. Hoyle:** To ask the Secretary of State for Transport if he will make a statement on the introduction of the new Advanced Driving Instructor part 1 examination; and what skills the examination will assess which are not covered by existing tests. [150015]

**Mr. Jamieson:** The driving instructor registration scheme involves periodic re-assessment of competence. We intend to use modern technology to assess instructor standards in an effective and efficient manner, as part of their supervision arrangements.

The new computer-based assessment will comprise a multiple-choice question test of knowledge and understanding of driving theory and instruction, plus a moving-image hazard perception test. The knowledge and understanding test draws on a bank of over 900 questions and is more comprehensive than when most instructors qualified.

Hazard perception testing has been a key part of the qualification process for learner car drivers, lorry drivers, bus drivers, motor cyclists, potential instructors and driving examiners since November 2002. Extending it to driving instructors who have not been assessed in this key skill will help their standards maintenance and professionalism and result in a driving instructor profession better placed to deliver high-quality instruction.

We want to ensure that when the public, often young people, buy driving lessons they can have confidence that the instructor they choose will have kept up to date with developments in the learning-to-drive syllabus and be familiar with how the hazard perception test works.

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## Alcohol and Driving

When the present drink drive regulations first became law, the average beer had an alcohol content of approx 3.5% and wine an average of 8%.

Today beers sold can be 4%, 4.5%, 5% or even stronger and wine can be from 11% to 14%.

This does mean that the amount of alcohol will build up in your body much quicker than you may realise.

Did you know that a 440ml can of Old English cider is equal to nearly 2.5 units?

The formula for working this out is set out below.

$$\frac{ABV}{1000} \times \text{Quantity}$$

Home made beers and wines can be extremely strong, much higher in alcohol content than most commercially produced products.

It takes one hour for the body to rid the system of one unit. So if you had a good night out last night, BEWARE!! You could still be over the legal limit the following day, so allow plenty of time for your system to clear.

There were 12030 alcohol-related collisions in 2001 resulting in 480 deaths.

Even a small amount of alcohol can affect your reactions without your being aware of it.

To avoid any problems the simple answer is - **DON'T DRINK AND DRIVE!**

**George Clarke**  
**MBE JP MAIRSO**

## **THINK! Facts and figures**

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### **Deaths and injuries on the road**

- 3,431 people were killed in road accidents in 2002
- 35,976 were seriously injured
- 263,198 were slightly injured

### **Children**

- 179 children were killed in road accidents in 2002
- 4,417 were seriously injured
- Almost twice as many boys as girls are killed or seriously injured in pedestrian and cycle accidents

### **Drink driving**

- 560(*p*) people were killed in drink-drive related incidents in 2002
- 2,800(*p*) were seriously injured
- There were over 20,000(*p*) drink-drive casualties in total in 2002, the highest figure since 1990
- 7% of all road casualties and 15% of deaths in 2002 occurred when someone was driving when over the legal limit for alcohol
- Male drivers under 25 had the highest incidence of failing a breath test after being involved in a road accident in which someone was injured
- **Drink drive statistics (November 2003)** – [www.thinkroadsafety.gov.uk](http://www.thinkroadsafety.gov.uk)

### **Motorcyclists**

- 609 motorcyclists were killed in road accidents in 2002
- 6,891 were seriously injured
- Motorcyclists represent 1% of traffic but suffer 19% of deaths and serious injuries
- Motorcyclists are 30 times more likely to be killed in a road accident than car users, and four times more likely to be killed than pushbike riders

### **Cyclists**

- 130 pedal cyclists were killed in road accidents in 2002
- 2,320 were seriously injured

### **Pedestrians**

- 775 pedestrians were killed in 2002

- 7,856 were seriously injured
- Pedestrians represent 13% of all road casualties and 23% of all road deaths

### **Driving for work**

- Over one third of all road traffic accidents, about 1,000 deaths a year, involve someone who is at work at the time.

### **Seat belts**

- One in 10 drivers and front seat passengers, and four in 10 rear seat adults do not wear seatbelts
- One in 10 child rear seat passengers do not use seatbelts or child restraints
- About 10 front seat users are killed every year by unbelted rear seat passengers
- **Great Britain car & van seat belt wearing - percentage rates (April 2004) - [www.thinkroadsafety.gov.uk](http://www.thinkroadsafety.gov.uk)**

### **Speeding**

- Speeding is not just inconsiderate driving - it contributes to the 36,000 serious injuries and 3,000 deaths that occur on Britain's roads each year
- Around two thirds of all accidents in which people are killed or seriously injured happen on roads where the speed limit is 40mph or less
- At 35mph you are twice as likely to kill someone as you are at 30mph

### **Driving tired**

- Falling asleep at the wheel is the cause of around 20% of accidents on long journeys on trunk roads and motorways
- Men aged 30 and under are more likely to have a sleep related vehicle accident
- The greatest risk of falling asleep at the wheel is between midnight and 6am

**You can find out more about the Government's road safety strategy *Tomorrow's roads: safer for everyone*.**

## **London Congestion Charging**

### **Postscript**

Congestion charging has been in operation for a few months now and generally seems to be considered a success. As with any new scheme, there have been winners and losers, but even Tony Blair has paid tribute to Ken's efforts, and there is already talk of extending the zone to encompass Kensington and Chelsea. A number of protests continue, however. These tend to focus on the fact that some businesses in central London, particularly retail, have seen a decline in trade, while the likes of Lakeside Thurrock, Essex, have reported an increase. So perhaps the jury is still out in terms of assessing the long term implications?

### **Original pre-CC article**

London is a divided city, or so it seems if the issue of congestion charging is anything to go by. Fans of the idea claim that it will make central London safer and cleaner. Critics argue that it will create further traffic problems, especially on the periphery of the cc zone. One thing is for sure, city planners the world over are watching the pioneering scheme closely. The Labour party seem to be broadly in favour of congestion charging, but nonetheless reluctant to let the Mayor, Ken Livingstone, get all the credit...if it works.

### **How and when you Pay**

From Monday 17th February 2003, if you want to drive in the congestion charging zone between 7am - 6.30pm, Monday to Friday, excluding Public Holidays, you will have to pay a £5 charge



Payments can be made at selected points like newsagents and garages, over the phone, and on the Internet - [www.cclondon.com](http://www.cclondon.com)

Cameras with number plate recognition software will note every car entering the charging zone. At the end of the day number plates will be cross referenced against a database of payments made.

If a number plate isn't on the database, details will be collected from the DVLA (Driver and Vehicle Licensing Agency) and the registered owner fined £80 (£40 discount when paid within two weeks). In the event of three or more unpaid fines, snatch squads can remove vehicles.

There is no encouragement for early payers, but a £5 surcharge on top of the standard charge for registration between 10pm and midnight on the day of travel. It is feared that a late rush could place strain on the system.

### Who is exempt?

Disabled drivers

Certain health service employees and patients

Emergency services, army and breakdown vehicles

Motorbikes and mopeds

Black cabs and licensed minicabs

Buses and coaches with nine or more seats

Alternative fuel vehicles (gas, electric, hybrid or dual fuel but only those judged clean enough by the Government-funded Powershift organisation. [www.powershift.org.uk](http://www.powershift.org.uk))

## Videos

Group Videos are available and free on loan for ALL Associates, Members and Observers to use. They are good as reminders or as an introduction to Advanced driving or riding for the family, friends or colleagues, and help to advertise the Group.

System of Car Control	12 mins	You Only Live Once	13 mins
Old Highway Code	60 mins	Driveability	32 mins
Positive Driving	30 mins	Drive Without Fear	14 mins
Chris Johnson Fund	40 mins	3 Simple Life Savers	14 mins
Safe Motorway Driving	36 mins	Skid Pan	80 mins
Roadcraft	90 mins	New Highway Code	60 mins
Horse Sense for Motorists	11 mins	Top Rider	25 mins
Aggressive & Bad Driving	15 mins	I Just Didn't See You	20 mins
Sharing the Road with Emergency Vehicles	16 mins		

- Available from Garth Jones at Group meetings, please reserve your copy prior to the night.
- These Videos should returned, if at all possible, by the following Group Meeting to Garth or another attending Committee member in his absence please.



If you want to find out what to do: -

- When a skid happens,
- How to control a skid,
- In rear wheel and front wheel drive cars,
- Learn and practice cadence braking and more
- **Contact - Garth Jones** - to see about a session.

## ADVERTISEMENT

- This amazing healthy product is nature's silent healer and has been used over thousands of years by African, Asian, N. American natives and more recently Christopher Columbus and Mahatma Gandhi.

- Aloe vera products provides: essential nutrients; reduces inflammation; renovates the immune system; kills bacteria, viruses, fungi, yeasts; and more.

- The plant has mixed 72 natural chemicals which protects and maintains its health. The same mixture is used by humans (athletes, children, Doctors, Vets) and animals! What I like is that only a little drink or lotion is needed each time, so the Aloe Liquid Soap lasts months (473 ml)! The lignin component for topical use opens the skin pores for the goodness to penetrate the skin.

- 'Forever Living Products' grow, stabilise, pack and distribute their products across 100 countries. One type of Aloe Vera (from 200+) is grown in Mexico, Guatemala and Arizona, then uniquely stabilised into their products. The workers benefit with health and wealth.

- The products are available as: Drinks, Lotions, Skin Car & Cosmetics, and Tablets. But none are available through shops.

To order, have more information, or a sample, contact:

Garth 07786-086277  
Garth@emailing.freeseve.co.uk

