

SWINDON & DISTRICT GROUP OF ADVANCED MOTORISTS
www.swindondrivers.com
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Newsletter
February 2004

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Disclaimer

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The Swindon & District Group of Advanced Motorists retains the names and addresses of all group members on computer for mailing and administrative purposes.

WHO'S WHO IN YOUR GROUP?

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CHAIRMAN'S RAMBLINGS

Welcome to our February Newsletter, wishing you a belated Happy New Year.

It was very encouraging to see such a good turnout at our December Group night to hear about the Wiltshire & Swindon Road Safety Partnership. Saira Khan was accompanied by two colleagues, they came well prepared with a Power Point presentation and laser speed gun, which was set up at the back of the room. Unfortunately with such a topical subject time ran out and we did not get the opportunity to see the equipment demonstrated.

The rationale for the position of fixed and mobile sites and how these had to be justified on an ongoing basis was explained. Visibility of equipment supports the theory of "We don't want to catch you we just want you to slow down", however when a camera can operate at distances up to 1000m, with a speed reading time of 3 milliseconds the odds are in favour of being caught! Having said that on the day of the meeting, a motorcyclist had been clocked at over 100mph on Tewkesbury Way, clearly an unsafe act and just desserts.

The Partnership's bid for hypothecation was granted in April 2000, under this scheme costs are covered from revenue raised, the balance going to the Lord Chancellor's office. Revenue raised last year was c. £1.1m, with costs of c. £970,000.

The evening coming only a few weeks after the presentation "Shock Tactics" at Westlea Fire Station helped reinforce the message that inappropriate speed kills. The handout from Westlea "Death in 7/10th of a Second" should make us all think and help avoid lapses of concentration, it might not be a tree but vehicle travelling in the opposite direction.

Our Events team are working on more ideas which should reinforce the importance of advanced motoring skills.

In the last Newsletter I made reference to the Theory Course run at W.H. Smith in October, attendees were a mixture of recent Test Passes, Associates and new enquiries. I am happy to report that feedback from our observers who are now taking associates who attended the course is positive. The objective of delivering, better prepared, more informed associates to the observer appears to have been met. However the course organisers and presenters, never ones to rest on their laurels, are undertaking a review of the course content, Kobetsu Kaizen, or continuous improvement as we say in Swindon & District Group !

Mark Simpson

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A FEW WORDS FROM YOUR CHIEF OBSERVER

Well, here we are at the start of another year, a 'Leap Year', so let's hope that the Swindon Group and its Members take some 'Giant' strides. If it's your birthday on February 29th - Well done! - where's my invite?!!!

What have we got to look forward to?

Well I see that there is a new 'Gizmo' being tested that alerts rescuers after a crash. It is an e-merge device using satellite navigation information which gives the alarm to the local emergency services. It lists the make, model, colour, registration number and is activated by the same trigger that frees an air bag. It is the size of a cell phone and is fixed under the dashboard.

So if we crash, we know that some help should be at hand soon. Does it still work if the connections are severed in the crash? We will wait to see, I expect the 'Boffins' have thought of that!

Our aim though is to avoid crashes in the first place! I wonder how many people were amazed at the publicity afforded to 'Ozzy Osbourne' after his Quad Bike crash.

While I have no real interest in the man or the TV programme about him and his family I do very much feel for him and his family as they had to bear the trauma of that crash and the ensuing problems. I sincerely hope that a full recovery takes place.

Many families go through that same trauma, but I would love to see the same amount of publicity given to the 3.500 or so average deaths and the huge amount of serious injuries that take place on our roads each year. As we know it is the equivalent of seven Jumbo Jet crashes. We should have those details published on a daily basis, making 'Headline News'! It is the wrong sort of news though if we evaluate the coverage of poor Ozzy's crash.

What does make the 'News' though?

You could be fined £80 if you fail to licence your vehicle on time!
You could be fined if you park too far away from the kerb!
Traffic Wardens to be given wider powers to cover traffic violations!
You could pay a 'surcharge' of £30 towards compensation to victims of crime if you are convicted of any motoring offence.

I have just read a book called, 'Loony Laws' and here are some quotes from it concerning 'Laws from Great Britain'!

In London :- it is illegal to drive a car without sitting in the front seat!

In Upton-on-Severn :- it is illegal for married couples to live in a discarded bus!

In Greece :- A driver's licence can be revoked if the driver is deemed to be, 'Poorly Dressed' or even appears to be unwashed! Oh Well!
That could take two million driver's off our roads then!

In Russia :- It is illegal to drive a dirty car!

Oh! And one more,.....In Great Britain, it is illegal for a Member of Parliament to enter the House of Commons wearing a full suit of armour.

I bet they regret passing that one!! Because soon they will wish they had just that sort of protection!!

Be Safe

Chris Glead

TEST PASSES

We congratulate the following members who have recently passed their Advanced Driving Test, and welcome them as Full Members :-

Name	Observer
Ian Dewar	Albert Webb
Tony Lawrence	Derek Sheldrake
Mike FitzGerald	Dave Abbott
Andy McKelvey	Simon West
Jonathan Andrew	Mike Newman

NEW FULL MEMBERS JOINING FROM OTHER GROUPS :-

We welcome the following Full Members to the Swindon Group, who join us from other Groups :-

Nikki Williams
Tony Leggett

NEW ASSOCIATES JOINING THE GROUP :-

We welcome the following new Associates to the Swindon Group, and wish them well during their Observed runs, and with their Advanced Driving Test. An Observer will be allocated to them as soon as one becomes available.

Neil Jakubowski-Birch
Irena Jakubowski
Amanda Coxhead
Charles Heron-Watson
Helen Turtle
Geoff Whittaker
Tony Dalton
Robert Green
Annette Vancil
Kevin Vancil

With apologies for leaving her name off the list last time, we welcome Jane Oldfield.

MORE FROM YOUR CHIEF OBSERVER

I am aware that this announcement is a little early but we have our AGM in September and I do believe that I have carried out my share of 'Duties' for the Swindon Group.

That is - From a few years ago, 'Events Organiser', 'Treasurer', 'Chairman', and now 'Chief Observer' for the last two years. I am now intending to 'Stand Down' from that position and I hope this will give you all 'food for thought' to prepare for someone else to take on that role at the next AGM. I will still carry on the role of a Senior Observer and continue to offer guidance to new associates on their observed drives.

To all you new associates out there -Dedicate yourself to the guidance you receive, show the utmost commitment to the observer and the group and when you receive that Test 'Pass', just remember, that is just one level of advanced driving, I have learned much more since I passed my test and this has enabled me to be more critical of my own driving and as traffic conditions and rules change I try to be aware of those changes.

Do not forget :- A good driver is not the Perfect Driver. The 'Perfect Driver' doesn't exist and the responsibility for 'Safe Driving' rests with YOU!

Chris Gleed

DRIVEWISE IN BT

BT has the largest corporate vehicle fleet in Europe, with around 53,000 vehicles in service at any time, and recognises the increased risks involved to its people if they drive as part of their job.

Independent research shows that a driver who has been involved in an accident is three times more likely to suffer a repeat occurrence than other drivers and if the accident happened because excessive speed was a factor then the driver is nine times more likely to have another accident. Additionally, 20% of the drivers in any vehicle fleet represent more than 80% of the risk.

What does this mean for individuals? Well, for those people who drive around 500 miles a week there is a 1 in 8000 chance of being killed in a road traffic accident.

BT launched Drivewise in recognition of the risks that many of its people face on the roads each day. It is a training management programme that is committed to improving driver safety.

Drivewise aims to:

- Reduce the number of motor accidents in which BT people are involved.
- Keep BT people up-to-date on what the company is doing to increase safety for all those called on to drive.
- Help BT people to recognise the risks that can arise from driving and how they can reduce and better manage them.
- Facilitate the provision of support and training.

Driver training is a key feature of Drivewise. Presently, training is focussed on three areas, each majoring on a different learning need:

Turningpoint - is a programme aimed at those drivers who, because of their accident record, demonstrate a need for defensive driver training.

Backing Control - a video and information pack available for team briefing and individual use and are designed to raise awareness about the risks that can arise when reversing and how to avoid them.

Proactive driver training - is designed to improve driving skills and overall awareness of risk.

Turningpoint

Turningpoint is a defensive driving training course for BT people who have been involved in certain types of accident, viz:

- two or more accidents in any 12 month rolling period.
- a single accident which results in serious injury to a third party or significant damage to either the BT or third party vehicle or property.

The main objective of Turningpoint is to develop people's attitude towards driving such that when they get behind the wheel of a vehicle they modify their previous driving behaviour.

Because BT takes the safety of its people and the public seriously, attendance on this course is mandatory. The course must never be viewed as punitive for the objective is simply to improve driving ability and behaviour to reduce the likelihood of another accident.

Course Content

Turningpoint is a two part course. Part one is a half-day classroom based workshop with part two following three weeks later. Part two is also half day but is a one-to-one practical coaching session using the driver's vehicle in their local work area.

BT is fully committed to improving the driving of all its people, and ensuring that the course fully meets the expectations of those attending. This means there is ample opportunity to provide feedback.

Reversing

Reversing is one of the most frequent causes of accidents involving company vehicles, with around 1600 BT vehicles involved in reversing accidents every year. Equally alarming is the fact that the Health and Safety Executive reports that nearly 25% of deaths involving vehicles at work occur while the vehicle is reversing.

A Backing Control video and information pack has been produced to highlight how risks can arise when reversing and what can be done to prevent or control the risks. Following a safe system is critical to a safe manoeuvre.

The main points to remember when reversing are:

- Recognise the limitations of your vehicle
- Avoid reversing unless you have to
- Set yourself and your vehicle up to maximise vision
- Minimise the duration of the manoeuvre
- Exclude others from the reversing area

BT has fitted audible reversing alarms on all vehicles over six tonnes gross weight. Although these alarms are secondary to safe driving practices, they are an additional help and provide warning to pedestrians that a vehicle is reversing.

Proactive Driver Training

Many BT people spend a large part of their day driving and the majority have never had an accident.....yet! BT has contracted with a specialist driver training company to provide a range of driver training courses, other than Turningpoint. The objective is to support managers to manage some of the risks their people face by helping them identify for themselves the needs of their people before they have an accident.

Safe driving has benefits for the individual and BT that may not be immediately obvious. But think about it. People enjoy their driving more. They are usually more refreshed when arriving at meetings and appointments, and more relaxed and less stressed at the end of the day. The accident rate is reduced. Fuel consumption is reduced. There is less wear and tear on the vehicle. The environment benefits.

What Happens on the Training Course?

Part One: Workshop

A workshop lasts around 2.5 hours. They are held in a variety of regional locations around the UK. There are usually two workshops held on the same day, the first at 10.00am and the other at 1.30pm.

The workshop has an interactive approach to common accident scenarios and has been designed using data from BT and other sources.

Delegates are involved in establishing how and why accidents occur and then in discussion of actions, which may have prevented them happening.

During the workshop they complete a Personal Objectives Plan, which will be presented to the trainer at the start of their subsequent practical session. It also forms part of the discussion with the Line Manager at the post course debrief. The Plan records the individual's commitment to change and the actions they intend to take to initiate change, particularly relative to circumstances relevant to their own recent driving history.

Workshop Itinerary

10.00 or 13.30 Introduction

10.15 or 13.45 Kings of the Road video & discussion

10.30 or 14.00 What annoys you about other peoples driving?

11.00 or 14.30 Interactive accident scenarios

12.15 or 15.45 What will you change about your driving?

12.30 or 16.00 Evaluation & Close

Turningpoint Part 2: Practical Session

The practical session follows approximately three weeks after the workshop and is of a half-day duration.

The trainer has in his possession details of the individual's accident record and will use this, the Personal Objectives Plan and the on-the-day practical assessment to plan and agree a session tailored specifically to meet the individuals training priorities.

Practical Session Itinerary

09.00 or 13.00 Introduction, vehicle safety check, eyesight check, licence check

09.30 or 13.30 Practical Assessment drive

10.10 or 14.10 Personal Objectives Plan review and agreement of training priorities with the trainer

10.30 or 14.30 Practical defensive training (this may include a demonstration drive by the trainer if it is thought it adds to the training and is beneficial to the driver)

12.20 or 16.20 Trainer debrief of driver and advice for further Development

12.30 or 16.30 Course close

Post Course Debrief

A structured report is prepared, which will state whether or not the driver has met the agreed course objectives and, if appropriate, give advice for further development. This report, along with the Personal Objectives Plan makes an ideal focal point for the post course debrief with their Line Manager.

The debrief is expected to assist individuals to implement into their normal driving practice the lessons learned from the training course. The debrief will leave them in no doubt what is required of them in their future driving activities.

A Turningpoint course evaluation form is completed, which the individual must discuss, with their Line Manager. The form is structured to provide feedback to the trainer and is used to initiate improvement to ensure that Turningpoint continues to be fit for purpose.

In Conclusion

Co-operation between line management, delegate and the training company is key to ensuring Turningpoint is a success. Each must support the other.

The key objective of Turningpoint is to improve driving practices by building on existing skills and developing others. BT not only has a statutory but also a moral obligation to its people to provide support and training where there is a risk exposure. Turningpoint is part of a programme that provides for both these obligations.

BT is committed to making Turningpoint an effective means of influencing a reduction in the number of vehicle accidents, for the ultimate benefit of individual drivers, managers, BT and society as a whole.

BT WINS ROAD SAFETY AWARD

BT has won an award for excellence from national road safety charity Brake for its innovative use of internet based driver assessment and training tools.

According to BT group safety adviser Dave Wallington, more than 14,000 BT people have so far been involved in the project - which involves an internet based driver assessment and the use of a monitoring tool called Starting Point. A further 30,000 are registered for the programme.

Dave said: "This is thought to be the largest programme of its type anywhere in the world and is seen as a leading edge approach to improving the management of occupational road risk."

He explained that Starting Point assesses an individual driver's hazard perception, attitude, behaviour, knowledge and exposure to the risks of the road. The results are used to develop targeted training programmes for both drivers and their managers.

"Typically, this involves individual e-mail based feedback, internet based training, group discussion workshops and/or an appropriate form of on-road in-vehicle training," he said.

He added that a recent exercise to validate the tool's effectiveness - carried out by Napier University - has confirmed the tool's effectiveness in identifying drivers who are at increased risk of suffering an accident whilst driving.

"Other potential uses have been identified and work is currently underway to expand the use of the system to help deliver a wider range of interventions geared to the development needs of the individual," he said.

"BT is also looking at ways to involve managers in a process which seeks to reduce the risks of injury and the costs associated with vehicle accidents."

BT submitted its entry for the Brake award jointly with motor insurers Zurich Insurance and product developer Interactive Driving Services.

MOTORING MATTERS WITH THE DMC - A WEBLINKS REPORT

What is the DMC?

"A place – in cyberspace – where Dull Men can share thoughts and experiences, free from pressures to be "in and trendy," free instead to enjoy the simple, ordinary things of everyday life".

- Mission Statement, Dull Men's Club Home Page

This site will appeal to everyone whose passions include motoring and traffic management issues. Very often there are articles and letters on these subjects to be found on the site as well as many motoring related links. Advanced Motorists will also find it easy to empathise with the Club's aim to *"provide a place to find Safe Excitement"* and strongly identify with the individual's core value of being regarded as *"Predictable, Reliable, and Safe"*.

Happily, you do not have to be overtly dull, or a man, to enjoy this site and contribute to the "Dear DMC" page. Here are some examples :-

Dear DMC,

I am writing to you in order to seek some rather sensitive advice. Like most well-ordered people I regularly record my car's petrol consumption. This involves noting down the petrol price at time of purchase, the amount I purchase (both litres and payment) and of course the other important values listed on the speedometer - total mileage, and mileage since last filled. I have a special book for this purpose. It is black with a number of neatly ruled columns for each specific value. I have found this a very useful way of keeping track of car's growing petrol consumption etc. Recently, however, I decided that I could improve of the information I was gathering - and so on the results of my calculations. I have begun to record mileage at significant tank levels - full, three-quarter full, half-full and a quarter full (I never let my car run much below that as I hear that you may draw impurities into the car's engine). I have also taken up noting particularly good runs, and specific distances. For example, at 50kms from when I last recorded my values, I will stop and just write a quick update. Obviously, if there are any petrol stations within easy distance, I also note down the price of petrol - even if I am not

purchasing - as it helps me keep aware of the current trend in petrol prices. However my girlfriend of 17 years is becoming increasingly testy about my cataloguing (we began going out when I was 36 years old, and we are still going strong). It began with an occasional sigh, but has now increased to huffing and puffing if we stop more than once on a short trip. I am concerned about this. I was wondering if any DMC members have any advice on how I could explain to Martha the importance of what I am doing. I have tried many times, and indeed, shown her my many, many books (all are filed correctly according to month in my garage) but she appears to be failing to see the point. I would be quite disappointed if her behaviour was to continue. I would appreciate some advice.

Roger Smith-Jones

Mr. Smith-Jones,

At the risk of causing you emotional excitation, I must warn you your valuable data may be in serious danger. I speak from tragic personal experience. Since I too keep records as you do (In addition to the items you mentioned, I also keep distances between places and points of interest. While the odometer may provide the accuracy to satisfy some, I have found it more fun to time the rate at which the 1/10 mile indicator turns over. By dividing that time, you can get fairly accurate distances to three decimal places. One can only hope our country changes to the Metric System one day soon which will allow more precise distance measurement.), I understand the magnitude of your problem. My wife is unable to comprehend the importance of the records I keep even after numerous detailed explanations. Not only does she intentionally not record even the most basic data , (By carefully noting beginning and ending mileages when my wife uses the car and taking information from the petrol receipts, I am able to muddle through), she took to ripping pages out of my record book "for a shopping list" or other equally ridiculous reasons. As the thought of divorce is too exciting for me, I have taken to keeping two sets of books. The set kept in the car is my "working" set from which I copy the data to a "secret" set which I keep locked away . I urge you to begin protecting your valuable and fascinating data today. Later generations and possibly historians will thank you.

Gary King

Dear DMC,

I thank you for very exciting internet site, and with interest I have been reading your articles from Gary and Rowan, keep up the good work, the data that you are gathering is excellent, have been keeping records for the last 9 years here in Australia, (I used to collect the data in the UK but this was lost when emigrated) during that time I have seen a trend of when the fuel companies raise the cost of petrol, this is coincidentally holiday times and summer times, how the many people who don't keep these records know how much there cars are costing them to keep on the road, I keep cost to fill the tank, the cost per litre, the total kilometres and the kilometres covered since the last refill, I then work out the cost per kilometre the average miles per gallon (yes still in the old measurements). I also keep the cost of servicing and any other parts that are needed, then I get an overall cost per kilometre, this information is so exciting and required that I back up the information regularly on to disk, as some day I will be able to use it in a trivia quiz.

Are there any web sites that this data can be sent to as a world wide database could be very useful for travellers to other countries?

Trevor Prince

The DMC has so far identified one source of a useful application spreadsheet for the purpose of recording car mileage and fuel consumption , which can be found at :-

<http://www.ictcentre.org.uk/curiosit/Fun2Learn/0105E52F-00663CC4.1/0104-FuelConsumption>

The spreadsheet, which has been developed by analysts at the UK Department for Education and Science, includes comprehensive instructions to help you build a spreadsheet which can be used to collate, record and analyse your data.

It is well worth keeping an eye on the Dull Men's Club pages for further developments in the chain of correspondence.

Source : *The Dull Men's Club* (<http://www.dullmen.com>)

THE SMAX REPORT

New Europe Journal reports that ongoing EU sponsored research by Scandinavian academic Dr Benji Smax and his team has shown that the colour of your shirt, blouse or jumper has a profound psychological impact on the examiner's perception of your driving personality when taking a driving test. Interim results for the UK show :-

- **Pink:** If you are a woman candidate this choice of colour may suggest a lack of confidence. Icy pinks on a man, however, convey the reverse impression and give an air of quiet, studied confidence. It seems that shocking pink (along with comical socks and ties) are best avoided though.
- **Red:** Signals an extremely decisive driver. But it can also indicate a domineering, threatening driving personality who may take risks.
- **Blue:** Indicates a calm, cautious and thoughtful driver. Mid to pale blues give a reliable and methodical air. Can tend towards overcaution in certain situations.
- **White:** Likely to have conscientiously studied and absorbed the minutiae of the Highway Code. A stickler for the rules of the road.
- **Lilac:** Worn by candidates who are seen as unflappable but possibly rather too laid back.
- **Yellow:** This choice of colour can give the impression that the candidate is prone to impulsive acts.
- **Green:** Gives the impression of being predictable but potentially indecisive.
- **Grey/Beige:** Predictable - but reliable and safe. (*interestingly, this finding also ties up neatly with our previous article - Ed*).

Dr Smax's interim findings have been circulated to all current and pending EU member states for comment. The final report will then go to the European Parliament's social policy forum. Dr Smax is currently investigating new projects.

M25 NEWS

M25 fans should not forget the highly recommended book "*London Orbital - A Walk Around the M25*" featured in the last Newsletter. It's still five star rated even after several more recent reviews on Amazon.

Major Roadworks Until Christmas 2005

The Highways Agency are widening the M25 motorway near Heathrow Airport between junction 12 (M3 interchange) and junction 15 (M4 interchange).

This is one of the busiest sections of the motorway, carrying more than 200,000 vehicles everyday.

The roadworks will widen the road from four lanes to five lanes in each direction between Junctions 12 and 14 (7km), and from four lanes to six lanes in each direction between junctions 14 and 15 (3.5km).

As well as widening the road, the roadwork will provide a spur road into the new Terminal 5 which is being built at Heathrow, which will be a free flow interchange at junction 14.

The section of the M25 will have the same number of lanes but they will be narrower and HGVs will only be able to use the first two.

Also if motorists want to leave the motorway between junctions 12 and 15, they are being advised to use the nearside lane.

Work on the M25 will continue 24 hours a day for the next two years. A 40 mph speed limit will be in place with safety cameras being used to enforce the restrictions.

If you break down within the roadwork, a free recovery service will be in operation.

Whilst the roadwork are in operation workers are continuously at risk from speeding traffic.

The Highways Agency, along with the Driving Standards Agency and the Department of Transport have created the following messages to help prevent such accidents:

- Keep to the speed limit
- Get into the correct lane in good time, don't keep switching
- Be alert for works traffic leaving or entering the roadwork
- Keep a safe distance - there could be queues in front
- Observe all signs - they are there to help you

Other M25 News

A Beatles fan who bought a life-size waxwork of Ringo Starr is appealing for help after leaving the top half of the dummy on the M25.

Colin Simpkins, 43, a DJ from the Isle of Wight, had travelled to Kettering in Northamptonshire after spotting the waxwork for sale for £650 on the eBay auction website.

He had to hire a BMW 535 car to carry the 5ft 8ins dummy which he had to split in two. He put the lower half on the back seat and the upper half in the boot.

But when he suffered a puncture near Guildford in Surrey, Colin had to take the upper half out of the boot. But after changing the tyre he drove away without the dummy's top half, says the *Daily Express*.

"Mother and I drove halfway up the country to pick up Ringo, who was going to have pride of place in our living room," he said.

"The waxwork was so realistic - with Ringo wearing a pink suit with gold braid, just like on the album cover of Sergeant Pepper's Lonely Hearts Club Band. Now all I've got is Ringo's legs and pink trousers. He's half the man he was and I'm gutted," he said.

THE GREEN WAVE - COMING YOUR WAY SOON!

At recent Group Meetings comments have been made concerning the sequencing of traffic lights along North Swindon's Thamesdown Drive and the attendant 40mph speed limit along that stretch of road. Some speakers have even suggested that the lights are phased so that if you maintain the correct speed, you can pass through each junction without ever being caught by a red light.

While we haven't yet been able to scientifically verify this ourselves maybe we should consider emulating the taxi driving community in London where "riding the wave" is already viewed with an undisguised mixture of awe and amazement.

Basically the aim is to drive the length of the congested Marylebone Road, from Kings Cross to the A40 Westway or vice versa, a journey of perhaps a couple of miles, without ever stopping at the numerous traffic lights.

To do this you need to hit every light on "go", hence "the green wave", and those who've done just that all report that it is easily the most exhilarating experience that they've ever had. One taxi driver said *"The tension as you find all the greens falling your way is incredible, it's like you're being carried along by the road itself, a kind of domino effect, and you start to sweat and fret"*. Sadly this particular driver's run was foiled as the lights changed to red at the final junction. But as he says *"There's always next time."*

Our speakers have often suggested that to achieve this feat in Thamesdown Drive you have to stick religiously to the 40mph speed limit to take advantage of the precise timing of the lights. The evidence seems to support this. It is true that there is also an element of luck involved and it is best to avoid peak periods.

Here in Swindon there is no danger of missing out on urban experiences like these in the future. The town's further expansion guarantees a commensurate increase in traffic levels requiring the construction of roads with increasingly complex and interesting junctions and flyovers for us to negotiate. Swindon will surely become the Advanced Motorist's playground in years to come - package holidays anyone?

WEBSITE SURVEY

Don't forget that our website is always available at :-

<http://www.swindondrivers.com/>



We would like to receive your comments about the site. Please take the time to visit and send your views to simon@byford.plus.com.

We aim to ensure that the site is always up to date and presents a positive image of the Group and its activities and your ideas and suggestions will help us to maintain this goal.

FORTHCOMING EVENTS

Our next Group Meeting is on Wednesday 3rd March 2004 at the Blunsdon House Hotel.

Details of the speaker will appear on our website <http://www.swindondrivers.com/> when the information is available.

Our April meeting is on Wednesday 7th.

The next edition of the Newsletter will be available at our Group Meeting on Wednesday 5th May 2004.

Contact details for our Events Team can be found on Page 2. Please don't hesitate to contact them with suggestions for events that you would like to see the Group organise.