

**SWINDON & DISTRICT GROUP OF ADVANCED MOTORISTS**  
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**Newsletter**  
**November 2002**

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**Data Protection Act 1998**

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

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## **Chairman's Ramblings**

Welcome to the first Newsletter since the AGM, and my first penning as Chairman.

I am new to your Committee, but as my wife, Linda, has been Treasurer for the last two years and on the Events Team for the preceding 18 months, I feel I have grown to know it intimately!

The AGM saw 3 Committee Members stand down, Linda, Kath Penny and Ken Long. I thank them for their contribution and wish them success in the future.

We have 5 new Committee Members including Bill Corry & Debbie Herbert and the return of Mike Newman and Dave Abbott. Welcome, we look forward to your new energy and enthusiasm.

Due to a recent promotion and increased work commitment Les Brown, our Chief Observer, has regrettably had to stand down. Thank you Les for all your hard work. However, as they say every Cloud has a Silver Lining, and Chris Gleed takes up this role, welcome back to the Committee Chris, hopefully no Anaesthetic this time!

Additionally Bob McVay, our Observer Trainer has been co-opted onto the Committee - welcome back Bob.

I am particularly grateful to Kirsty Newland who has agreed to continue for a further year in the role of Associate Rep, despite changing work circumstances. We need to find a successor for Kirsty, so start thinking about it now, so there can be a good hand over period.

Other members of the Committee have changed role; thank you Ian for your period as Chairman, and welcome to Vice Chair, and importantly a welcome to your return to Events.

This is a role that in a previous incarnation Ian excelled at, now ably complemented by a new team of Dave Abbott and Debbie Herbert. I am sure we will not be disappointed.

Apologies to anyone I have not mentioned by name, all positions are key to the continuing operation of the group.

See "who does what" in the front of this Newsletter.

So, Committee membership is 11, a net increase of 3 over last year, and probably the strongest team for a number of years.

We have held our first Committee Meeting since the AGM and are currently fleshing out our thoughts for the coming year.

These are likely to include :-

- Increasing Group Membership
- Developing a Theory Package to Support Current Activities
- Increasing the Number of Observers
- Opportunities for Further Skills Enhancement  
(Members & Observers)

I look forward to presenting these to you at a later date.

Remember, this is your group, if you do not like what we are doing - tell us! If you think you can do better - join us!

New ideas, new approaches, are always welcome, with your feedback we can continue to grow the success of the group.

Please try to attend Group Nights, it is your opportunity to meet fellow members and voice your views on whatever topics you choose.

Safe driving must soon become an addiction, the same way that Drink Driving became an anti social behaviour. As Alan Stillman, our President said at the AGM, we all have our own reasons for membership, for the advancement of Road Safety, it is the result that counts.

Finally, as the nights draw in and we get our first tastes of winter - take care, and drive safely - you could be behind me!

**Mark Simpson**

## **STOP PRESS - IMPORTANT NOTICE**

You will recall from the Annual General Meeting held on 4<sup>th</sup> September that we had a vacancy for the important position of Treasurer.

Both Helen Schofield (IAM Regional Coordinator) and Alan Stillman (our President) explained that without this position filled, legally the Group could not continue.

Bill Corry thankfully volunteered, and we breathed a sigh of relief.

Unfortunately for us, Bill has just received an offer of an employment opportunity in an exotic location, one he cannot refuse. We wish him luck in his new venture.

However, as a Group, this means the problem has returned.

I urge each of you to consider whether you could take on this position.

The role is not overly onerous and is straightforwardly structured. Guidance and support for handover is available from both the current and previous Treasurers. Previous experience as a Treasurer is not required.

If you think you could help then please contact me, either by email, or telephone (for contact details see Page 2 of this Newsletter).

**Mark Simpson**

## **Subscription Renewals for 2002/2003**

It is important that anyone who has not yet renewed their subscription does so urgently as the renewal time runs out on 31st December 2002. It is also a reminder that you have to be a paid up member of the IAM in London to be able to be a member of a Local Group.

It is also a requirement of the Group Secretary to maintain an up to date record for our computer files, (Data Protection Act 1998) and to that end PLEASE return your Swindon Group Renewal Form (coloured YELLOW with the last Newsletter). If you have lost it, please ask Derek for another one. This form, when signed, gives me the assurance that you are also a paid up member of the IAM.

This form and your subscription can be handed to the Treasurer at Group night, or handed to or posted to the Secretary, Derek Sheldrake, at 50 Star Lane, Watchfield, Swindon, SN6 8TG.

The Group relies on you rejoining us to survive, and to enable us to train (Observe) new Associates, to help maintain safer roads. Your co-operation in this matter is appreciated.

**Derek Sheldrake**

## **The Role of The Associate Representative**

The reason for writing this article is twofold, firstly I would like to make it known what the Associate Representative does and hopefully encourage both observers and associates to contact me as soon as they need assistance; secondly I thought I would detail what the role involves so that hopefully someone will volunteer to take on this role next September - I promise I will not stand again!

As associate rep, I am supplied with a list of associates and a list of active observers. It is my job to try and match availability and location so that we can keep our waiting lists to a minimum. I am happy to take queries from associates or observers. Due to current work commitments I may not be at every group night however I am happy to be contacted via phone or email. I would rather deal with many small queries rather suddenly be faced with a large problem. Therefore if you have a question please contact me, I will do my best to find out the answer. The areas I can probably help range from observer allocation to booking your test, and any steps in the middle.

In the past there have been problems with test bookings, and therefore if you don't receive the necessary response from the IAM within their timescales, please let me know. I cannot progress these issues if I am not made aware of the facts. For this reason can I encourage any associates who are test ready or pre-test ready to progress to the next stage as soon as possible. During November I will be chasing associates to establish how you are progressing, some of you have been test ready for a while, please send off that paperwork before the Christmas rush.

As many of you are aware we are running on a reduced observing team, therefore in order to ensure that we progress through our waiting list as quickly as possible we will be adopting a new system starting the 1st November.

## **The Guidelines**

I will contact the associate and inform them of their observer. I will also contact the observer and inform them of their new associate.

Unless agreed with me in advance, you (the associate) have two weeks in which to contact your observer. If no contact is made within this period you will be moved to be bottom of the current list.

Therefore if when I contact you it is not convenient for you to start your observed runs please be honest and let someone else benefit.

## **The Aim**

This should prevent the situation of observers waiting on associates. Naturally I am happy to be flexible and will consider any genuine reason.

As a final reminder, associates, if your observer has gone missing please let me know. Observers, if your associate has gone missing, please let me know.

If anyone feels they can assist the Group by taking on this role, please do not hesitate to contact me

## **Kirsty Newland**

### **PS**

A warm welcome to **Jim Wilde** - the latest recruit to our observing team.

## **50th Wedding Anniversary.**

On Friday 13th September, David and Ruth Abbott, who live in Nythe, celebrated their 50th Wedding Anniversary, and we in the Swindon Group would like to send them both our congratulations and good wishes for many more years together.

David is one of our new committee members elected at our AGM on 4th September, and rejoins us after a break of two years when he used to help us on our Events team. He is also a member of our Observing team.

They have a daughter, Christine, who is also one of our members.

## **Derek Sheldrake**

### **Recent Passes**

Congratulations to :-

<b>ASSOCIATE</b>	<b>OBSERVER</b>
<b>Mervyn Pitman</b>	<b>Derek</b>
<b>Anthony Haines</b>	<b>Mike</b>
<b>Simon Gibbs</b>	<b>Albert</b>
<b>Ian Gillies</b>	<b>Bob</b>
<b>Martin Wells</b>	<b>Les</b>
<b>Jonathon Stubbs</b>	<b>Nigel</b>
<b>Deborah Wakley</b>	<b>Mike</b>
<b>Craig Mcdonald</b>	<b>Derek</b>

## **Members Discounts**

A range of discounts exclusive to all members of the group are available. Discounts currently available are as follows:-

**Central Tyre Ltd**, Newport Street, Old Town - 10% discount on tyres, batteries, brakes, oil and filter changes and shock absorbers, 15% discount on exhausts.

Tel: 01793 528493

**MotorWay Tyre and Autocentres Ltd**, Hawkesworth Trading Estate, North Star - 10% discount on tyres, batteries and related services.

Tel: 01793 525525

**Quick-Lee Cleaners Ltd**, 15 Borough Fields Shopping Centre, Wootton Bassett - 10% discount on dry cleaning services.

Tel: 01793 848859

**Car & Truck Services (Swindon) Ltd**, Transfer Bridge Ind Estate - 10-40% Discount dependent on the product purchased.

Tel : 01793 616151

**To obtain your discount you will need to produce your current, valid group membership card when obtaining a quote or before any work is started.**

In addition to the above FULL members of the IAM are eligible for a range of additional benefits, details of which can usually be found in the current edition of "Advanced Driving" magazine.

## Talking Point

### **DO THIRTY-SOMETHING DRIVERS" POSE A RISK TO CHILDREN?**

Drivers who allow their speed to "creep up" above 30 mph on minor roads are unaware of the potentially fatal consequences, warned the Institute of Advanced Motorists (IAM) at the start of Road Safety Week (23 - 29 September).

Children are among the most vulnerable road users and are the most at risk from drivers travelling too quickly on minor roads.

"That extra five or six miles an hour doesn't feel very fast when you are behind the wheel. And frankly, it will make little difference to your overall journey time. But if you hit a child at that speed, it could it really be the difference between life and death," said IAM Chief Executive Christopher Bullock.

"Statistics show that if you are driving within the 30 mph speed limit, you are much less likely to kill a child. That's not the case if you are going too fast. This is not a technical, legal matter, or a petty violation, but something that every driver should remember, especially on the approach to schools. 'Speed kills' is too simple a mantra. But inappropriate speed is certainly a potential killer. We welcome the introduction of hazard awareness by the Government into the L test. Existing drivers should recognise that every road with young pedestrians is full of potential hazards."

Mr Bullock cautioned that the growth of safety cameras may have a "de-sensitising" side effect on motorists. "I would hate to think that drivers under pressure are tempted to make up their time by putting their foot down when they are driving in areas without speed cameras. Speed limits only really work by consensus; drivers should watch their speed, whether or not they are going to be caught on camera," he said.

## **Why did I become an Observer?**

### **By Chris Glead**

A few years ago my wife decided to learn to drive and after taking her Test and passing at the first attempt I began deep and meaningful discussions with her Instructor, (One of the best I've known !, Keith Walker from Cricklade), about the benefits of Advanced Driving.

I decided to actually pay for that training with Keith and I proceeded to have lessons of 2 hours duration every week and it was a worthwhile and great experience. I began to feel more confident, able to plan ahead more, analyse and prioritise Hazards, read the road better, etc, etc, in fact became a better driver.

I then learnt about the Swindon & District Group which I joined and in due course received my series of observed drives, (I still proceeded with my private lessons, I was that keen!!) I eventually took the Test and was pleased that I had become a member of the Institute of Advanced Motorists and a safer driver at that.

Keith then observed my new found enthusiasm and suggested the RoSPA Advanced Driving Test, which I trained for and passed my initial Test with a credible 'Gold' Grade. My enthusiasm now knew no bounds, Keith persuaded me to take the DSA Diamond Advanced Driving Test.

The criteria for this was somewhat different to the other Tests, your Instructor has to sign the application form, a maximum of 6 minor faults will be allowed, lots of manoeuvres, driving at night, Motorway driving, driving in adverse weather conditions and other differences that makes it another learning experience. I actually passed with a very, very small number of 'Minor Faults'.

What else could I do!!!! How could I put something back!!!!

I was associating with other 'like minded' people at the Swindon Group and was encouraged to become a Group Observer and was also asked if I would consider becoming 'Outside Events Organiser'.

There were other people within the Swindon Group who had been members for a great many years and had, in effect, assisted in maintaining the stability of the Group over the years so I was in no doubt about 'doing my bit'!

With great assistance from Alan Stillman about Observing, (I am really grateful Alan for your help and encouragement, and to lots of others, especially Bob McVay, who I trained with), I eventually became a 'Group Observer'. I was then allocated my first Associate, Mr Derek Sheldrake, (Our present Secretary), now I was in it up to my neck!!!! For Derek and myself it was another step on the 'Learning Experience' ladder, yes I did encounter problems I did not feel I was experienced enough to evaluate. There was the time when I was informing Derek about the 'Cockpit Drill', my Cockpit Commentary was thus... " .....checking all windows for clarity and vision,.. mirrors for correct angle and that they are clean,.. checking along the housing of the vehicle to ensure all doors are closed correctly,.. checking position of controls and auxiliaries making sure that nothing has been left in the 'ON' position,..I will now secure my seat belt and ask my passengers to do likewise,..I will also carry out a 'Static Check' ..I will now switch on ignition to illuminate the dashboard and check all monitored functions are functioning correctly and that we have sufficient fuel", Now the crunch!!! The ignition key was still in my pocket!!!! So my 'Flowing Cockpit Commentary' stopped flowing while Derek and myself convulsed with laughter, (mine out of embarrassment!!)

We actually made this experience very enjoyable and after a series of drives Derek was 'Test Ready' and when Derek informed me of his Test 'Pass' I knew that I had achieved my first reward which gave me the encouragement required to further my Observing skills.

Over a period of time I developed my own style of Observing and to this day I still enjoy it.

In the meantime I have enjoyed a stint as 'Treasurer' (2 Years), 'Chairman' (1 Year), 'Senior Observer' and have now taken on the role of 'Chief Observer' due to the fact that Les Brown has had to 'Stand Down' because of changes in his employment area.

My sincere thanks to Les for his dedication over the last few years.

I have taken on this role and hope to encourage some of you to follow my example and dedicate some time to the Group as Observers, (or serve on the Committee even)!, We do need some more Observers to assist in the present success of the Group and also help to eliminate the waiting for some new Associates to be allocated with an Observer. This would help to keep alive the enthusiasm of the new Associates.

I will be carrying out the 'Pre-Tests', unless I re-allocate for some reason or another. I will also issue a 'Pre-Test Report' on the aspect of the drive and allocate a copy to the Associate and to the Observer. This I hope will enable some 'Feedback' to be obtained for the benefit of improving our training of Associates and Observers.

I am open to suggestions, (About Observing Please)!!! I am 60 you know!!!

I really want some of my enthusiasm to reach you and although you may think that you do not have the qualities for some of these roles, just think!!!, I did not have experience at Events, Treasurer, Chairman or Observer but my thanks are returned to the Group in the only way I know how to put something back, to further the cause of 'Safer Driving', if we can make ourselves safer we can hopefully make our families safer and what better way to keep up with the modern traffic conditions and vehicle improvements than to become an Observer.

This way it means that you are always involved in the Group aspects and you will not find yourself saying, " I wonder if my driving is still up to scratch"? We value your input and through our meetings etc, you will find yourself encouraging and being encouraged by others.

Although I am the Chairman of another Driving Group locally and a member of the Association of Industrial Road Safety Officers I value the Swindon & District Group of Advanced Motorists as the people that helped me to show off my IAM badge with pride and I hope my Driving will always do that.

Every time I drive I treat it as a Test, that way you should always be trying your best and striving to retain the standards that you have set yourself.

I have gained so much over the years and I have so many people to thank for that experience.

What better way to show that you do not just 'Take', you 'Give' as well and think of us as the next step in 'Giving'

Please seek the opportunity to chat to me at Group nights.

Keep Safe!! Driving safely helps others to be safe.

**IAM NATIONAL CONFERENCE - SOLIHULL**  
**SATURDAY 5<sup>TH</sup> OCTOBER 2002**

A first time at the National Conference for both myself and Ian Marshall, an interesting and enjoyable experience.

The presentations were very topical and during lunch there was the opportunity to network with other Groups.

Trevor Wedge, Assistant Chief Driving Examiner at the DSA gave an illustrated presentation of "Hazard Perception Testing" (HPT), one of the elements of the new Driving Licence Theory Test to be introduced from 14<sup>th</sup> November.

HPT is one of the initiatives that will contribute to the Government's target of reducing fatal & serious accidents by one third by 2010.

Pilot studies of "new" and "experienced" drivers, highlighted a two second difference in perception times in hazardous situations. The study went on to show that "new" drivers with as little as 3-4 hours of Hazard Perception training scored similar to "experienced" drivers. The test was not carried out immediately after the training but 2 months later, showing that the skill had been retained.

The new Theory Test comprises a touch screen multiple-choice element and the Hazard Perception Test. Fourteen video clips of 1-minute duration are shown and the candidate has to indicate by pressing a button when a developing hazard is noted. A score of 5 is awarded for early detection down to 0 when it is too late.

Over 12,000 video clips were taken of everyday motoring from a car roof mounted camera. These were viewed by a sample of 4,000 "new", "novice" and "experienced" drivers. This was to test the clips for clarity and lack of ambiguity, only 330 clips

survived! From the 330 clips, 30 test packages were created, again tested by volunteers to confirm an equal standard.

Roger Agombar, a Police Sergeant with the Metropolitan Police, and an experienced Accident Investigator, spoke about the "National Drug Drive Programme".

Thirteen years ago research carried out through the Coroner's Courts identified the occurrence of illicit drug detection in fatal accident victims. Three years ago this research was repeated, and revealed a 600% increase in the presence of illicit drugs.

Roger posed a question for thought: -

In the late 1990's the rate of alcohol breath tests was c 860,000 pa, of these 12% (103,000) were either positive or refused.

That left 757,000 who had been tested, but not +ve. If only 1% had been +ve for drugs there would have been 7,570 cases. In the same year only 1,850 submissions were made to the Forensic Science Service for analysis.

A study of world wide Best Practice was undertaken, and identified the Los Angeles Police Department. The LAPD use a combination of Drug Detection Training and Field Impairment Testing as part of their substance abuse campaigns.

Officers are trained how to recognise the use of the different drug families, the physical effect, the length of effect and how traces can be found, the evidence required (for prosecution) and the information required by the laboratory (to focus the {expensive} analysis).

Field Impairment Tests are a series of activities, which expose a driver to a longer period of observation carrying out tasks which are easy when 'sober' but become progressively more difficult as intoxication increases.

These include "walk and turn test", "one leg stand" and "finger to nose".

I hear some of you saying "Back to the Future"!

To date 35 of the 52 forces in the UK have adopted Field Impairment Testing. .

The third presentation was made by former Roads Minister, Steven Norris, now an IAM Council Member, on the subject of "Road Safety Targets".

In 1987 Peter Bottomley (Minister for Roads and Traffic 1986-89) set the target of reducing road fatalities by 1/3 from 5,000 to 3,500 by the year 2000. This was achieved despite an increase of 20-30% in the level of road traffic.

One of the main successes was the reduction of Drink Driving related deaths, which fall by 47% over the period.

This was not achieved by a patrol car outside every Public House, but by a change in Public attitude. Drink Driving came to be considered antisocial behaviour; it was no longer macho, but a social disease.

Statistics of Killed and Seriously Injured reached the target of 3500 - 3600 pa by 2000 but have since reached a plateau. The Government target over the next 10 years is to reduce this figure by a further one third, the big question is How?

The answer according to Steven Norris is the 3 E's; Education, Engineering and Enforcement.

Mr Norris reaffirmed his beliefs that the root cause of all accidents is the inappropriate use of speed. He promoted a re-think of the attitude to speed (akin to the unacceptable anti-social behaviour of Drink Driving), the use of vehicle technology (intelligent limiters) and intelligent detection cameras.

After lunch, Groups from around the country shared their Best Practice: -

Robert Tennant, Chairman Worthing Group, gave a presentation on the subject of "Better Driving Courses linked to Adult Education Centres". Better Driving Courses have been running in the Worthing area for over 30 years, originally initiated by the Sussex Police. However when Police resources were cut back, the Local IAM Group became involved, and now run the courses with Police and Council Road Safety support.

The second post lunch presentation was by Peter Davey, Northampton Group, on the subject of "CarKraft and BikeKraft Police Road Safety Initiatives".

Northamptonshire Police and the County Council Road Safety Unit were involved in a Casualty Reduction Programme in 1999.

Enforcing the law and clamping down on offenders in the traditional way did not improve matters, there was a recognition that Driver Education was the answer - but how could it be enforced?

Answer: - A Zero Tolerance approach combined with a Carrot or Stick choice :-

Caught doing 31-mph in a 30-mph limit, £60 fine plus 3 penalty points (the Stick), OR £60 fine and attend a Speed Workshop, on completion of which the 3 points get waived (the Carrot).

The latest statistics speak for themselves; the Northampton County road accident rate has dropped by 24% due to the various initiatives introduced.

The last formal presentation was by Philip Jackson of Grimsby & Louth Group, on the topic of "Making a Successful Lottery Grant Application".

A very interesting presentation, and one, given our own Group's consideration of developing a Theory Training package, of considerable interest.

### **Conclusion**

A thoroughly enjoyable day, with conference material more interesting than some of those attended through my work activities!

An opportunity to talk to other Groups, overall, an experience that I would commend to other Group members.

**Mark Simpson**

## **QUICK-LEE CLEANERS**

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This article has been reprinted from a previous edition of the Newsletter :-

## **MIKE NEWMAN AND TED POTTER PACKED AND READY TO GO !!**

Prior to the 1996 Christmas festivities Ted Potter, myself and 634 AWV (a 1963 Vauxhall Velox PB) took part in Le-Jog '96. A 1600 mile run of Britain, starting from Land's End and finishing at John O'Groats, with quite a bit of planning. Here's what happened.

Way back, during the summer of '96, Ted suggested we'd take part in the 'Le-Jog' reliability trial that's held during early December. My reply was "YES" as I had no doubts from the start that the car would make it, it's a Vauxhall!

As the weeks ticked away, no matter how many people we talked to we always got the same answer - "You're mad" or "You have got membership to International Rescue?"

These statements were dispelled and we carried on raising money for North Wiltshire Rotary Club.

Prior to the start of the event we made sure the car was in tiptop condition and generally fit for the long drive that was expected of it.

One job that was tackled was the fitting of an exchange factory gearbox (c/o Sean) and clutch. The synchromesh was getting a little tired and the clutch was original.

Friday 6<sup>th</sup> December, we drive to Land's End, opting to take the back roads, namely the A303 and A30 instead of the M4 and M5.

The nearer to Land's End we got, the more our confidence grew with the car.

We arrived in good time at the start point to sign on and then we found our bed and breakfast for the night, a pub at St. Just.

We spent the evening sampling Cornish hospitality along with two others, Harry and Graham, driving a beautiful 1974 E type Jag., which used to belong to another one of our motoring buddies, Eddie Shah.

People say in Cornwall, "You don't get many frosts down here" Well, they are quite wrong. The morning of Saturday 7<sup>th</sup> December there was the mother of all frost.

Ted decided to set off early, so we got to Land's End at 7:00am. It was freezing. Quite a lot of people had already gathered, a fair few in the event were driving open top sports cars. Our start was 7:30am.

We got away first and Ted drove the first part of the way through Cornwall, Dartmoor and up to Somerset. Weather wise, it was bright and frosty in Cornwall and damp and foggy over Dartmoor, which spoiled the views a bit.

Having got as far as Sedgemoor Services on the M5 it was my turn at the wheel. The first man stop was for supper at Magor Services, which we arrived at in plenty of time.

Fed and refreshed (both us and the car), we entered Wales and drove through Mid Wales up and across as far as Aberystwyth then up towards Bala. Fog and frost hampered us a bit but it was not much of a problem if treated with caution.

At Bala we changed drivers as Ted had managed to grab 40 winks whilst I was driving, so much for my navigator. We then drove onto Charnock Richard Services on the M6 for a breakfast pit stop. As we arrived early and it was perishingly cold we pressed on to Kirby Lonsdale, a small market town in the Pennines.

Both of us grabbed a bit of sleep here and when the hotel opened it's doors for the checkpoint early on Sunday morning we drank a few cups of warming coffee.

Our aim was to reach the hotel in Edinburgh in good time, mainly to get settled before the rush of our fellow Le-Joggers, so that's what we did. We drove over some magnificent country and some spectacular scenery, incidentally, at Duns, the person who signed our route card was non other than Rt. Hon. David Steele MP.

After a good night's kip, in a proper room, fully refreshed we set off early on Monday 9<sup>th</sup> December, crossing over the West Coast in the Highland area through Fort William, Inverness and up to Ullapool, which we made at about 9:00am. A great pity the day started off dull and with low cloud did not allow us to see the splendours of Scotland.

We had both driven during the day and I had just finished my second stint at the wheel.

Leaving Ullapool we then headed for Durness on the top of Scotland, locals warned us of stags which, at night, come down to the road to feed. Let me tell you, these magnificent beasts are huge

It was now 10<sup>th</sup> December and we drove into John O'Groats at about 5:30am following a Mercedes Benz and the Jaguar.

After the checkpoint opened and our cards were completed it was off to the hotel for some rest and to prepare for the Gala Dinner that evening. We all got our medals presented to us and had a nice relaxing evening in good company.

Leaving on Wednesday 11<sup>th</sup> December we got back to Swindon on Thursday evening having stopped overnight in Newcastle Upon Tyne with some friends.

The car ran superbly, the only thing, apart from petrol stops, was to top up with ¼ pint of oil in the engine. The Velox averaged 24 miles to the gallon, not bad for a car, made in 1963, which has never had the cylinder head off.

Mileage was - Le-Jog = 1,600 miles

From Swindon to Swindon = 2,500 miles

We raised about £1,600 for North Wiltshire Rotary Club. Shall we do this event again? The answer is "YES" - God willing!

Two years later in September 1998 Mike then went on to complete in the Versailles to Marseille Euro Classic which was a quick pop across the channel of 2,500 miles. So that is another one of Mike's mad days out with his old faithful Velox.

## **EDITOR'S FINALE**

If you have any articles for publication, please send them to me, Simon Byford. My contact details can be found on Page 2 of this Newsletter.

That's it for this time, the next issue will be available for collection at our Group Night to be held on 5th February 2003. Just to remind you, we don't hold a meeting in January but please remember our next Group Night on Wednesday 4th December 2002 at the Blunsdon House Hotel. We hope to see you there.