



Oxford Local IAM Group Newsletter July 2019

for all car and bike members of the Oxford Area Group of Advanced Motorists

Farewell OAGAM

Two New Groups are Born

This will be the final newsletter from OAGAM, the Oxford Local IAM RoadSmart Group. It is a last chance to round up the news and celebrate the achievements of the combined group.

On 15th July, Oxfordshire Advanced Drivers (OAD) and Oxford Advanced Motorcyclists (OAM) were born. There are still a few loose ends to be tied up and below we summarise the unfolding process.

What happened to OAGAM & BAM on 15th July?

OAD was created by moving OAGAM car members to Banbury Advanced Motorists (BAM) and renaming it Oxfordshire Advanced Drivers.

Oxford Advanced Motorcyclists was created from the remaining OAGAM bike members.

Like all local IAM RoadSmart groups, OAD and OAM will each have charitable status in their own right. Final arrangements for this are still in progress.

OAGAM monies were divided in proportion to the respective numbers of car and bike members. Incredibly – and appropriately – on the 15th, the day the funds were divided, there were exactly the same number of each, so the split was 50/50!

At the first AGM for each new group, new committees will be elected and financial reports will be presented. Dates for inaugural AGMs – OAM: 28th August; OAD: 2nd October.

Membership

A handful of OAGAM car members' subscriptions expired during the transfer. They should have received a reminder with instructions on renewing their membership. If this applies to you, please do get in touch with any questions you may have.

Joint car and bike members of OAGAM are entitled to dual membership for the remainder of this subscription year. During this time a single subscription will cover membership of both groups. When their subscriptions become due for renewal, previous OAGAM combined members need to have subscriptions in both groups if they want to continue as local car and bike members.

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Ongoing

- OAD new bank account mandate in process
- OAD set up of Webcollect account to be completed
- Identifying candidates to stand for the new committees
- Creation of new charitable entity for OAM
- Development of new websites

Completed

- New local groups – with their members – set up by IAM RoadSmart
- OAGAM monies divided



Subscriptions

For OAD, the subscription structure will be finalised at the inaugural AGM. The current thought is that these will be £30 per year, renewed on 1st of March each year. Members will receive a 50% discount for prompt payment, and will be incentivised to pay by direct debit. Members will still be able to pay by cheque, subject to a handling fee, but *no payments by cash will be accepted*. All outgoing payments will be made by BACS transfer. Members from BAM whose renewal does not align will be issued with part year memberships during the transition period.

For OAM, a proposal for individual subscription rates will be discussed with members at a group meeting on 30th July and a resolution presented at the inaugural AGM on 28th August. OAM encourages Direct Debit and BACS transfer via the WebCollect system. Cheques will only be accepted with an additional handling fee, but *no payments by cash will be accepted*.

Key Dates

- **30th July**
OAM Group Meeting: 7:30pm,
Foresters Hall, Kidlington, OX5 2DN
- **28th August**
OAM Inaugural AGM: 7:30pm,
Foresters Hall, Kidlington, OX5 2DN
- **2nd October**
OAD Inaugural AGM: 7.30pm,
Woodstock Social Club,
44 Oxford St, Woodstock,
OX20 1TT

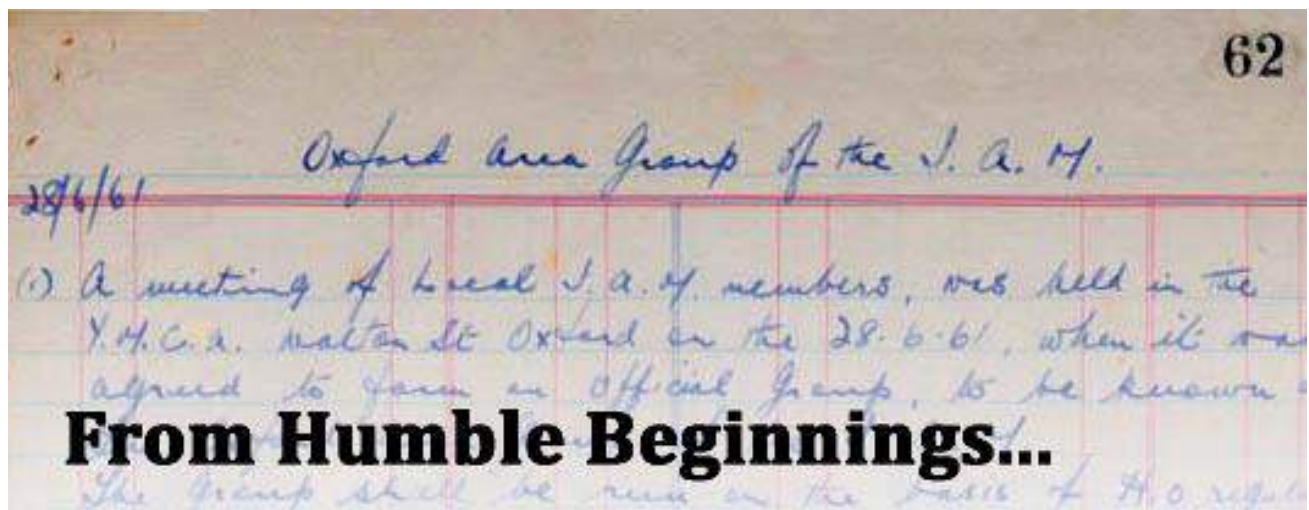
Contact

OAD will be using the domain @iamoxon.org and new contact details will be communicated shortly.

OAM will be communicating new contact details at a later stage. In the meantime, OAM will continue for several months on @iamoxford.org until charity registration is fully implemented.

A new OAD website is currently being developed and members will be alerted by email once it is ready to go live. An OAM website is planned and will be completed in due course.

This is the final newsletter from OAGAM. The first OAD newsletter will be published in the autumn.



Along with so much else, OAGAM bequeaths a fascinating archive of minute books which chart the deliberations and decisions of the Committee from 1961 to 2008, when minutes began to be kept and circulated electronically. Initially, it appears the committee met every month, which may be why two committee members didn't make it to the second meeting.

Here is a transcript of minutes from the first couple of committee meetings:

28/6/61

(1) A meeting of local I.A.M. members was held in the Y.M.C.A. Walton St Oxford on the 28.6.61, when it was agreed to form an official group, to be known as The Oxford Area Group of the I.A.M.

The group shall be run on the basis of H[ead] O[ffice] regulations. Further rules specific to the group shall be put into force from time to time as the Committee deems necessary.

(2) That the yearly subscription shall be 10/-, but the committee shall be free to vary this sum at any time.

(3) The following officers were elected for the coming year:-

Chairman

Ralph P. Britt, "Harlequin" 27, Acremead Rd Wheatley, Oxon

Treasurer

Mr P. Nash, Hillside, Fifield, Oxford

Secretary

Mr L. Whittall, 20 Ringwood Rd, Headington, Oxford

Committee

Mr J B Mellor

P.C. Baker

Miss J Banbury

P.C. Roberts

~~Dr McFarlane~~

Sir George Young

continued...

- (4) That an account be opened on behalf of Oxford Area Group of the I.A.M. at Lloyds Bank Ltd, Stow on the Wold, & that cheques be signed by Chairman & Treasurer. An additional signature in case of emergency be that of the Secretary.

Also agreed upon at the meeting was that the year shall run from 1st April each year to 31st March following year.

Representatives of various organisations have been invited to attend meetings & there was general agreement that we run different courses, & have lectures wherever possible.

July 28th

At the last committee meeting held on the 28/7/61 it was unanimously agreed that a Rally should be arranged for the 24th Sept. Same was to take the form of an open rally, with special emphasis on the not too advanced drivers & learner drivers to be most welcome. Suggestions were put forward that we contact major motoring concerns with a view to obtaining from them various kinds of help such as speakers, literature etc. etc.

13/9/61 Ralph P Britt

And the Oxford Area Group of the I.A.M. went from strength to strength.

This Certificate of Appreciation was presented to the group on 1st December 2011

'To mark the occasion of the Oxford Group's 50th anniversary, in appreciation of and with thanks for all the work done by them to promote road safety.'



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Let's Find Somewhere to Park.



On holiday over the summer, many of us will find ourselves driving round unfamiliar British towns and cities, eager to enjoy the sights but unsure where to leave the car. We thought it might be a good time to unearth the truth behind some common parking myths. Useful for the rest of the year, as well...

Parking charges don't apply on Sundays or bank holidays.

It's often assumed that you can park for free on Sundays or bank holidays but this is very much dependent on where you're parking. It's always worth double checking before leaving your car, so you don't end up with any nasty surprises when you get back!

I can ignore a parking charge notice from a private firm.


This one is particularly relevant to our observers, who often meet their associates in a supermarket car park where the parking restrictions are enforced by a private firm.

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Parking 1½ hours maximum stay

Exceeding 1½ hours or returning within 2 hours may result in a £70 parking charge.

Terms and conditions apply. See signs at store entrance for details. This car park is managed by Britannia Parking Group.



The rules are different if you're parked on private land. Instead of a *penalty charge notice*, you'll be given a *parking charge notice*, which is essentially an invoice for breaching a contract. The details of this contract will be signposted in the car park.

Companies often pay private firms that specialise in enforcing parking in car parks. If they are members of the British Parking Association or Independent Parking Committee, these firms can request your data from the DVLA and send you a PCN through the post.

If you refuse to cough up, the company will have to take you through the civil courts to force you to pay.

This is costly and time-consuming, so they may not pursue the claim. However, if they do, you could end up with a much larger fine that includes court costs. If you have broken the rules and been issued a PCN, it's often easier - and cheaper - just to pay it than try to avoid it.

Traffic wardens have targets.

There's a common misconception that local authority traffic wardens are given targets and receive bonuses depending on the number of parking tickets they give out. This is strictly not true for any traffic warden employed by the local council.

This is also not true for any traffic warden hired by a private company that is a member of the British Parking Association, who banned any financial incentive for the quantity of parking tickets issued. That being said, if a private parking company is not a member of the British Parking Association or Independent Parking Committee, there's no robust way of knowing whether they set targets or not.

I can drive away before the traffic warden hands me a ticket to avoid being fined.

Even if the traffic warden hasn't put the penalty charge notice on your windscreen, they can still request your details from the DVLA, using your car registration number, and send it to you through the post.



There's no such thing as a '10-minute parking grace period'.

Actually, there is! It's the law that drivers have a 10-minute grace period before being fined if they're late back to their car. This doesn't just apply to council-owned parking spaces but to private car parks as well. No longer do you have to run down the road at top speed to get back to your car for the exact time your ticket expires!

A traffic warden has to observe my vehicle for a minimum period before giving me a ticket.

There is no strict requirement for traffic wardens to monitor a vehicle for any period of time before giving it a PCN.

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Some contraventions are eligible for an instant fine - parking on zig-zag lines outside a school, for example - but others - such as stopping on double yellow lines - may need an observation period of anything up to five minutes to prove that, for example, passengers weren't alighting or goods weren't being unloaded.

If I have a blue badge, I can park anywhere.

Although parking rules are slightly different for blue badge holders, as they can park on single and double yellow lines, they can't park everywhere. For example, loading bays and junctions must remain clear from obstructions and traffic wardens can issue tickets or ask for cars to be moved if they feel these rules are being broken. Common sense is required. Don't leave your car if it causes an obstruction to other motorists, such as near a junction or on a busy road.

The maximum time a Blue Badge holder can park on single or double yellow lines is three hours.

Blue Badge holders will have to pay to park in private car parks, unless there are signs saying otherwise. Some public Blue Badge bays have their own time restrictions, but these should be signposted clearly.



A traffic warden has the power to ask a Blue Badge holder to move their car for whatever reason, even if the driver believes he or she is following all these rules.

A traffic warden can cancel a fine.

If you're given a parking fine which you deem to be unfair, there's not much point taking it up with an individual traffic warden.

They have little power to cancel a fine and they won't have any desire to do so. Instead, you're within your rights to appeal against it with the council.

If you plan to go down the appeal route, don't pay the fine. Doing so is an admission of guilt and you're unlikely to get the money back. Contact the council as soon as possible - and certainly within 14 days - and outline why you feel the fine isn't justified. Use pictures of where the car was parked, along with any signs in the area to support your appeal.

Adapted from the RAC and the Swinton Insurance websites: www.rac.co.uk; www.swinton.co.uk





Upcoming Events for Bikers



- Tuesday 30th July: - **Oxford Advanced Motorcyclists First Group Meeting**
7:30 pm, at the Foresters Hall, Kidlington, OX5 2DN
- Wednesday 7th August: - **Summer Evening Ride-Out**, led by Paul Durrands
7:00 pm at Hopcrofts Holt Garage, OX25 5QQ. Ride leaves at 7:15 pm.
- Thursday 8th to 11th August: - **Annual Keswick Bike Trip**, aka The Rod Wickham Challenge (fully booked)
- Wednesday 21st August: - **Summer Evening Ride-Out**, led by Paul Flint
7:00 pm at Peartree. Ride leaves at 7:15 pm.
- Wednesday 28th August: - **Oxford Advanced Motorcyclists Inaugural AGM**
7:30 pm, at the Foresters Hall, Kidlington OX5 2DN
- Friday 30th August: - 1st September: - **Bike Trip to Lower Normandy & Brittany**
There are a few places left – contact Paul Thompson for more information.
- Wednesday 4th September: - **Last Summer Evening Ride-Out**, led by Mike Annesley
7:00 pm, Peartree. Ride leaves at 7:15 pm.
- Saturday 28th September: - **Ride to WaBAM Machine Skills Day**, at Bath, led by Harry Schoetz. 8:15am at Peartree





Signpost Scatter: Sunday 13th October, time tbc

Start at The Old Shed, Banbury Hill Farm, Enstone Rd, Charlbury OX7 3JH

Our new Banbury colleagues are planning an enjoyable event later this year that will challenge your skills of logic, observation and map-reading. A Signpost Scatter has been a regular favourite on the BAM events programme. And we are looking forward to finding out what it's all about.

Peta Simmons, BAM Vice Chair and member of the reorganisation implementation committee, explains how it works:

Setting Up a Signpost Scatter

In preparation, we identify a number – usually about ten - of distinctive signposts, within a reasonable distance of the start point. Then we make up sets of photographs of the chosen signposts.

The photos, like one on the right, don't give much away. However, if we're feeling generous, we may supply a little more detail, like the photo at the top of the page.



On the night before the event, we revisit the signposts and tie a unique reference to each one. For example, this might be a large letter or number.

On the Day

On the day of the event, participant teams are asked to bring the OS map of the area to the start point. That's OS 1:50,000 sheet 164.

The teams are supplied with a set of the photographs and they attempt to identify on the map the locations of the signposts. They must then work out a route that will take them past all of the signposts - so they can write down the unique identifiers - and end up back at the start.

There is no set route. That's up to each team - so the identifiers won't necessarily come up in alphabetical or numerical order.

Before they set off, teams are given a sheet on which to write down:

- a) the grid reference of the signpost;
- b) the unique number or letter attached to the post.

We also make a note of the team's car mileage.

Working out the Score

At the end, we calculate a score based on the number of signposts correctly located and the accuracy of the grid reference - we check against an electronic reference. If a tie break is needed, the mileage will be taken into account and the shortest route will win. It's usually about a thirty to forty miles round trip.

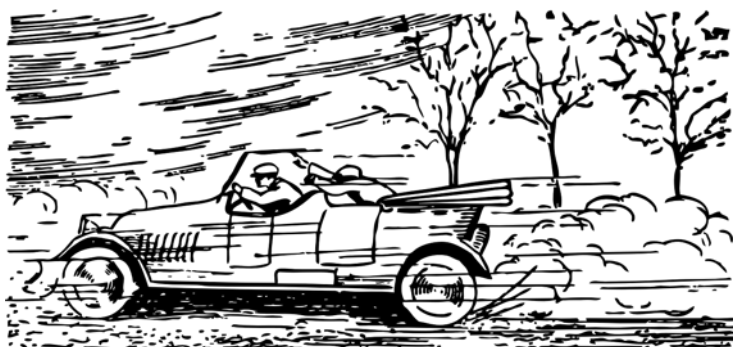
The Prize for the Winning Team?

A nominal entry fee for each team will pay for a prize for the winners. More information nearer the time!

Drive Outs

Join drive outs on the first Wednesday of the month from June to September.

**Meet at Exeter Hall,
Kidlington, from 7.00pm.
Drives leave at 7.30 pm.**



Drive outs for all group members who wish to polish their advanced driving and observing skills. The aim is to offer sociable and enjoyable evenings to support:

- excellent associate training;
- new associates attracted by taster sessions;
- the maintenance of observer standards;
- helping full members to keep their driving up to standard

**Register
here for
the 7th Aug
Drive Out**

Driving Skills Challenge Day

Banbury Market Place

Sunday 22nd September, 9.00am to 4.30pm

As advertised in the May newsletter, our new colleagues from Banbury have also organised a competition which will give you a chance to demonstrate your slow manoeuvring skills. If the only assessment of your slow driving skills was a nifty reverse bay park at the end of your advanced test, here is an opportunity to take things to another level altogether.

As well as the competition itself, there will be stalls and other attractions.

Details of how to register to take part will be circulated nearer the time.

Can you help?

The day is being run in partnership with Banbury Cherwell Rotary Club and Rotary members are doing much of the planning and groundwork. But there will still be a need for marshals on the day. If you can, please volunteer to help with the measuring and scoring of participants. The organisers must be sure that the day can be adequately staffed in order to go ahead.

It will be possible to do some marshalling as well as taking part in the competition.

If you would like to help, please contact Car Chief Observer Geoff Ayres at carchieobserver@iamoxon.org.

CC-BY-SA:2.0 - Market Place and Former... by David Dixon - geograph.org.uk/p/4082558

Thames Valley Police: Older Drivers Day

**Millets Farm Centre, Kingston Rd, Abingdon
OX13 5HB**

Tuesday 8th October

This information fair, organised by TVP, is for older drivers to be encouraged to think about their driving and advised on ways to drive safely for longer. There have been similar events in previous years but this is a first for our part of the TVP area.

If you are an older driver, you may like to go along to find out what is being advised. Or it might be a timely reminder for your older friends and family members. As a start, you might visit <https://olderdriversforum.com>.

OAD will have a stand at the event and we'll need roster of volunteers to offer advice and promote the IAM RoadSmart Mature Driver Review.

If you would like to help, please contact Geoff Ayres at carchieobserver@iamoxon.org.





Calling All Classic Car & Bike Owners

IAM RoadSmart are running a Classic Car campaign throughout the summer aimed at enthusiasts who regularly drive or ride a classic car or motorcycle.

The campaign encourages owners of classic vehicles to consider signing up for the advanced courses to improve their knowledge and skills with the added bonus of gaining access to a network of fellow classic vehicle enthusiasts who share their passion.

IAM RoadSmart are offering a 15% discount for classic car lovers to buy an Advanced Driver or Rider course with the code classic15.



Existing members who own classic vehicles are encouraged to send in photos via Facebook of their classic car and driving tips. There are competitions with prizes for the best entries and prize draws with a chance to win a classic driving experience, and a tour of the Ford Heritage Museum. There is also a classic car windscreen sticker, available to anyone to order and display in their car for free.

More information can be found on the [IAM RoadSmart website](#) and social media.

Test Passes: May - July

We offer our warmest congratulations to members who passed the advanced driving or riding test recently.

Glenn Davison has passed the Advanced Riding Test. Here he puts the advanced course into the context of his biking history:

My name is Glenn Davison, a Programme Manager for a Medical Device technology company.

I've been riding for nearly 20 years. During that time I've toured the UK from Land's End to John O'Groats and Western Europe from France to Northern Italy and from Portugal to Austria many times, covering the Alps, Dolomites, Pyrenees and the Picos de Europa mountain ranges. And I've enjoyed every mile!

Completing my advanced rider training had been in the back of my mind as something I'd like to do at some point without ever really getting on with it. I started my biking journey with a very experienced group of riders - and a great bunch of friends. I picked up good techniques from them, completed BikeSafe courses to gain additional skills and knowledge about road position, hazard awareness and general roadcraft. But it wasn't until I'd applied to volunteer as a Blood Bank rider, that I thought it was about time I took the plunge and started on my path to being an advanced rider.

My wife Pauline, who is a fellow biker was also interested in advancing her biking skills. (They say it's hard to find a good woman, but to find a good woman who also likes bikes - Jackpot!!). So I submitted our interest via the IAM RoadSmart website and within the hour I received a telephone call from Paul Thompson, the Oxford IAM Chief Bike Observer and learnt all about the IAM, how the IAM groups work and an overview of the additional opportunities for further advancement training once I had passed my test.

I was immediately intrigued.

Paul offered a free taster ride for him to assess the level of our riding standard and to have a face to face talk through the course and allow us to ask any additional questions. It was an enjoyable session and both Pauline and I booked our courses as soon as we got home.



This is me with Pauline on our trip to Italy this year. The pictures were taken at the top of the Stelvio Pass in Italy on our latest biking adventure.

Chris Finnigan was soon assigned as my observer. We arranged to meet the following Saturday morning and in a slight state of trepidation, I started my first observed ride. Chris was very open and friendly and provided clear, helpful observations on my riding and where I could

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make improvements. He gave tips and guidance of how to apply techniques to make my ride smoother and safer, as well as checking to see if I'd been doing my homework and reading the IAM RoadSmart handbook.

After my second ride Chris felt that I was ready for my test. GULP! So, he arranged for my cross check to be completed by Steve Savage, who just happened to be Pauline's observer. I met up with Steve, we had a quick chat and off we went for another ride. After completing the ride Steve thought a quick test of slow manoeuvring would be a good idea, so he stood up some empty beer bottles - very professional - and asked me to complete a controlled, slow figure of eight around the pub car park. I made a complete hash of that, taking several loops to get a feel for it. Of course, I blamed the beer bottles. Nice big red cones and I'd have been ok!

Thankfully, Steve nevertheless agreed that I was ready for my test. GULP, again!

So, on the 17th June just two months after I'd decided I'd give it a go, here I was with John Lang, my examiner, asking me to read the number plate on the car across the other side of the car park.

Passing my Advanced Rider test is something that I am extremely proud of and has been a great sense of achievement and a pleasurable experience. All of the IAM team have been welcoming, supportive and friendly and I'm looking forward to joining the new Oxford IAM group for ride outs and making new friends, as well as considering taking my training perhaps another step further.

Let's see if it takes me so long to actually get around to doing it this time!

Paul Stothard has passed the Advanced Riding Test with a F1RST.

Paul is a qualified accountant who spent most of his working life as a CEO for law firms. Whilst now pretty well retired, he keeps the old grey cells exercised by being the Chairman of Rainbows, a hospice for children and young people in Loughborough. Until very recently, Paul had been heavily involved in SERV OBN - the Blood Bikers - but is now taking a well-earned break from the early morning call outs in horrible weather!

Paul obtained an advanced qualification through RoSPA some twenty years ago but was frustrated by the lack of local support and the limited opportunities to continue to develop his skills.

So he signed up with IAM and joined the Oxford Group.

Paul tells us that he has found the training, with observer Ian Duffield, through the check ride with Harry and on to the test, to be invaluable. 'Everyday is a school day' may be a much overused sentiment but Paul certainly experienced this in his journey to obtaining his advanced qualification.

Paul is now looking forward to further developing his skills and social network with the new Oxford group. Who knows, we may even get him doing some observing!





Retired Company Chairman, **James Nicholson**, who has passed the advanced riding test, shares his thoughts on the IAM RoadSmart advanced rider qualification.

I started riding motorbikes when I was nine but apart from one year at the age of sixteen, when it was my only form of transport, I have always been a recreational rider. In the last couple of years I've had some enjoyable rides with guys who are or have been IAM members and who have told me that that my riding skills were approaching their level. Then I began to realise that I was not doing enough riding as my riding friends were becoming increasingly unavailable because of other commitments such as children and work.

So in March, at the age of 63, I took the plunge and called the IAM. I enjoyed my taster ride and soon realised that my friends had been very kind about my riding abilities and that I had a lot of work to do. I set myself the target of passing the test by July. In last three months I have ridden five thousand miles - more than I had ridden in the last five years - and changed motorcycles twice. The instruction I have received has been comprehensive and friendly.

The assessed rides turned into two wheeled chess but the system made sense and I found that when riding or driving I was mentally reciting my road position, scanning into the distance and analysing the limit point of vision. I have also become the family road user pedant, explaining to my young grandchildren what the road signs mean.

The more I have learnt, the more I have realised how much more I can still learn and improve. I have become a much more confident rider and thoroughly enjoy riding and socialising on a regular basis with other skilled IAM riders.

Graham Blackman has passed the Advanced Rider Test. He introduces himself below.

I have been riding since I was 16 and the last rider qualification I achieved was back in 1984 as a British Motorcyclists Federation instructor. However, I let this lapse a couple of years later.

I have owned a 1981 Laverda 1200 Mirage since 1985 although this classic bike has been off the road since 2006. I'm half way through completely rebuilding it with a view to having it roadworthy in time for next summer. Meanwhile I bought my Suzuki bandit 600 in February last year and have used it for the daily commute ever since.

I am hoping to become part of the Blood Bike Community and the IAM Roadsmart qualification is an essential step towards this aim. I signed up for the Advanced Rider Course at the Bike Show at the NEC and have not regretted the decision. I have enjoyed the members rides out – which I found an unexpected bonus - and have decided to undertake the Members Assessment with the intention of improving my riding further and aiming for a F1RST.

I am a class 1 HGV driver, driving 44 tonne bulk tippers and blowers for Noble Foods Milling Division delivering feed to farms. I recently moved to a new build property at Bicester to be nearer to work.

As you can see roads are a major part of my life. They have changed significantly since I took to them forty years ago on my first bike, a Puch VZ 50 Sports.





Retired chef, **John Ellis**, has passed the Advanced Riding Test. John says:

I rode a motorcycle from the age of 16 to 24. I then sold my bike and got a car, as most of us seem to do. I often thought of returning to motorcycling, but family commitments and also a lack of nerve prevented me. Not to mention the extra cost.

I am 65 years old now and nearly 18 months ago, after giving up work, I decided to bite the bullet, so to speak. I went on a day's 'back to biking' course and surprised myself. I could steer and change gears etc and wasn't at all scared, as I thought I might be. I even got up to the giddy heights of 60 mph - all this on an old Honda 650.

I then looked for a brand new bike. Because I had passed my test at 16, I could legally buy and ride any sized bike, regardless of my lack of relevant up to date experience - which I thought was ridiculous!

I was overwhelmed with the choice of bikes available and eventually settled on a Honda Rebel 500. Just sitting on a big sports bike frightened me. But, after a couple of months riding on my own, I did the Police bike safe course.

After this I contacted IAM Oxford and spoke to Paul Thompson, who kindly invited me to turn up at the Wednesday Ride Out, where I did a taster ride with David Lisk who, after I'd done a couple of rides with Dan Timmins, was assigned as my observer.

I passed my test in May, taking the test in Cheltenham with Martyn Hillier. It wasn't my best ride but I obviously did enough to pass.

I originally took the course as I believe you can never have too much training and I wanted to be as safe as possible. I can't pretend that I found it easy but there came a time midway through one of the latter lessons that I stopped over-thinking my riding and relaxed. It then all seemed to click into place.

I passed my test on a Suzuki GSX S 1000F. I am also a proud owner of a Triumph Bonneville T120. Although a far from a perfect rider, I am much better than I was when I started the course. Confidence and learning to relax on the bike were key for me.

I must thank David Lisk, Dan Timmins and Paul Thompson for all their help and support.

Dougie Hore has passed the Advanced Driving Test with a F1RST. Dougie lives at East Hanney, in the south of our area. Here he reflects on his experience of the advanced course:

I work as a mechanical engineering designer based in Harwell having recently completed my four year engineering apprenticeship. I am moving on to complete a mechanical engineering degree starting in September 2019.

I have been driving since September 2015 and I signed up for the course to hone and improve my driving skills, with the aim of making my driving overall safer and smoother. I had recognised that, although I have been regarded as a fairly competent driver, there is always room for improvement. I can see that these are the more common reasons why people sign up for the advanced course.

With the advice and support of the Oxford Group, mainly my observer Brian Layt-Williams, there have been noticeable improvements to my driving ability and perception of risk. These are the skills I was aiming to develop throughout the course.

I was very happy to achieve the first class pass I had been aiming for with Brian's encouragement, knowing it would support my interest in current and future ownership of cars.

My current cars include: 1934 Austin 7, Honda Civic, Westfield SE 1.6 Crossflow, and my daily commuter the BMW 3 series 2.0 diesel. I will not stop improving my driving abilities and look forward to being involved in the reorganised local group.

Stephen Henneghan was also delighted to achieve a F1RST in his Advanced Driving Test.

Stephen tells us: I started driving about 35 years ago when I lived in London. I'd joined Royal Mail a year or so before and, as soon as I had my licence, I went onto driving duties before moving into management in the Collections and then the Logistics teams. In 1995 I moved to Oxford with my partner, Chantal.

I retired from Royal Mail in 2014 and joined the South Central Ambulance Service as a non-emergency driver moving patients to and from the Warnford and Littlemore Hospitals, as well as other psychiatric facilities. I had been thinking about doing the Advanced Driving Course for many years but simply didn't get around to it - much to my regret. Last Christmas Chantal bought me the course out of the blue and I suppose, as they say, the rest is history.



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I really did enjoy doing the course and in some ways it's ironic as I don't have a driving job now - I'm the Day Porter for one of the colleges in town and either walk or get the bus to work. I think it's credit to Geoff's abilities as my observer that I passed as I don't do as much driving now as I used to. I'm sure Geoff often felt a bit miffed with me because he would start our sessions asking if I'd been able to put in lots of practice on the points we had covered the previous week and I would confess that I hadn't - although that became slightly easier once the clocks went forward.

I believe that I have become a better driver and I tell everyone I know that they should do the course, even if they don't want to do the test. I am seriously thinking about the possibility of becoming an observer so that I can encourage others to improve their driving and get more from it.

How to Contact Us

Full contact details for OAD and OAM Officers and Committee Members will be circulated in due course.

In the meantime, contact can be made using the following email addresses:

Oxfordshire Advanced Drivers: chair@iamoxon.org

Oxford Advanced Motorcyclists: secretary@iamoxford.org

Group Scorecard

The group scorecard is published each month and shows the test statistics for the previous twelve months. Here are the scores for June and July, the final OAGAM scorecards.

Test Statistics <small>(over the last 12 months)</small>				
Status: 05/06/2019				
	OAGAM Group	OAGAM Car	OAGAM Bike	Region Avg.
	12 months	12 months	12 months	12 months
First	12	5	7	4.2
Pass	35	16	19	12
Fail	10	7	3	2.6
% Pass	82	75	90	86

Test Statistics <small>(over the last 12 months)</small>				
Status: 11/07/2019				
	OAGAM Group	OAGAM Car	OAGAM Bike	Region Avg.
	12 months	12 months	12 months	12 months
First	14	7	7	4.4
Pass	33	15	18	12.1
Fail	9	7	2	2.7
% Pass	84	76	93	86

2019 Events Checklist

Wed 7 August 2019

7.00pm for 7.30pm - Drive-out Meeting
Meet Exeter Hall, Kidlington
7.00pm for 7.15pm - Ride-out Meeting
Meet Hopcrofts Holt Garage, OX25 5QQ

9 - 11 August 2019

Bikers Trip to Keswick

Wed 21 August 2019

7.00pm for 7.15pm - Ride-out Meeting
Meet Peartree Services, OX2 8JZ

Wed 28 August 2019

7.30pm OAM Inaugural AGM
Foresters Hall Kidlington, OX5 2DN

30 August - 1st September 2019

Bikers Trip to Normand & Brittany

Wed 4 September "2019

7.00pm for 7.30pm - Drive-out Meeting
Meet Exeter Hall, Kidlington
7.00pm for 7.15pm - Ride-out Meeting
Meet Peartree Services, OX2 8JZ

Sun 22 September 2019

Driving Skills Challenge
Market Square, Banbury

Sat 28 September 2019

8.15am - Ride-out to WaBAM Machine Skills Day, Bath
Meet Peartree Services, OX2 8JZ

Wed 2 October 2019

Oxfordshire Advanced Drivers: Inaugural AGM
Woodstock Social Club, OX20 1TT

Tue 8 October 2019

Older Drivers Event
Millets Farm, Kingston Rd, Abingdon OX13 5HB

Sun 13 October 2019

Signpost Scatter
Meet Old Shed. Charlbury, OX4 3JH