

Oxford Local IAM Group Newsletter May/June 2019

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

The Way Forward



Group Reorganisation: Update

The Decision to Reorganise

At the Extraordinary General Meetings held in early May by the Oxford and Banbury IAM groups, ballots were conducted on a proposal to disband the Oxford and Banbury groups and create a new IAM car group covering the whole of Oxfordshire. At the Oxford *continued...*

EGM, the ballot also included a vote on a proposal to create a new bike-only group for Oxfordshire.

At the Oxford meeting, 45 members present and 18 proxy votes led to a 97% result in favour of the proposals. At Banbury, 20 members present and 2 proxy votes carried the resolution unanimously.

Since then, preparations have begun to put in place the changes that were voted through at the May meetings.

Needless to say, there's quite a lot of work involved in reorganising the Oxford group, merging the car section with the Banbury group and setting up a new Oxford bike group.

New Groups – New Names

Following a poll of bike members, the new bike group has been named **Oxford Advanced Motorcyclists**.

Car members and Banbury group members were offered a prize for the best name for their new amalgamated group. After much deliberation over the suggestions that were submitted, the new group's implementation committee decided on the name **Oxfordshire Advanced Drivers**.

During the period of reorganisation, Ride Outs and Drive Outs will carry on as usual each month.

Advanced courses for associates in training will continue uninterrupted.

Technical and Financial Matters

With the new group names decided, the detailed work can begin. This involves technical issues with the charitable status of the new groups – essentially, it means merging two charities and registering a new one.

The financial assets of the current Oxford group will be divided proportionately according to the number of car and bike full and fellow members, with bank accounts being closed and opened or renamed as necessary

Membership Lists and Data Protection

Membership lists for the new groups will have to be carefully checked and reordered to create databases for us to use to distribute newsletters and other mail outs. Data held centrally by the IAM will also have to be reorganised.

In addition, we'll need an accurate database to manage membership subscriptions. The plan is to extend the WebCollect system to include members who have joined from the Banbury group. We will, of course, make sure that any processing of personal data follows the IAM RoadSmart data privacy guidelines.

A New Start

The new groups will be formally created at their first AGM. At this meeting, group officers and committee members will be appointed by vote and subscription rates set.

The first Oxfordshire Advanced Drivers AGM is provisionally planned for 7.30pm, Wednesday 2nd October, at Woodstock Social Club, 44 Oxford St, Woodstock OX20 1TT.

Oxford Advanced Motorcyclists are planning to hold their first AGM earlier.. The exact date will be confirmed once the new group registration process has been concluded.

At which point, the reorganisation will be complete.



Change will inevitably bring a period of uncertainty and we ask for members' support and patience during the coming months. However, change also brings new opportunities and we need to focus on taking these on and making a successful future for the new groups.

Oxford Group Chair Alex Lewis

After many years operating as a combined group with all its pros and cons, we now have a great opportunity to explore further the benefits of single division groups each with more focus on their own priorities and interests.

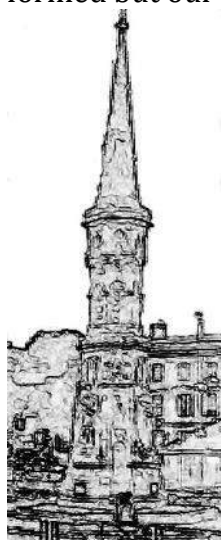
Oxford Group Secretary, Harry Schoetz



Banbury Advanced Motorists Introduce Themselves

In advance of the merger between the Oxford and Banbury groups, we asked members of the BAM Committee to give us a brief introduction to our new friends and colleagues.

BAM has always been a car-only group. We do not have details as to when exactly it was formed but our two longest serving members joined in 1986 and we do know that BAM was active for a good number of years before that.



In 1998 Chris Milner brought the Daventry Group to merge with BAM, along with approximately forty members. Chris is still one of our two Joint Chief Observers. This move provided a well needed boost and BAM went from strength to strength with the number of test passes rising to the high twenties each year during the 2000s. The perimeter of the area we currently cover is roughly defined by Daventry, Brackley, Bicester and Chipping Norton.

Since then the number of new Associates joining BAM has steadily declined and the level of test passes has reduced proportionately. This means that over the last 3 years the number of passes has been much lower.

In those earlier days we had an average of 15 Observers. This has gradually reduced so that over the last three years we have operated with our current team of ten. Operating to the RoadSmart standard, they have no trouble

copied with the lower number of new recruits that are currently enrolling with us. For each of the past three years we have achieved a pass rate between 80% and 90%, including a number of F1RSTs.

We have a good level of retention of members and, at our recent AGM, we were able to report a total of 111 full and associate members. We were also able to report a very sound balance sheet for the previous financial year.

BAM members are offered a number of meetings and other events during the course of the year. We recently hosted a talk by IAM Examiner Jim Henderson about his work as a collision investigator for Thames Valley Police (*See page 13*). Later this year we are planning a manoeuvring event which we're very excited about.

Thanks to all our colleagues from BAM. We are very much looking forward to working with you.

Banbury

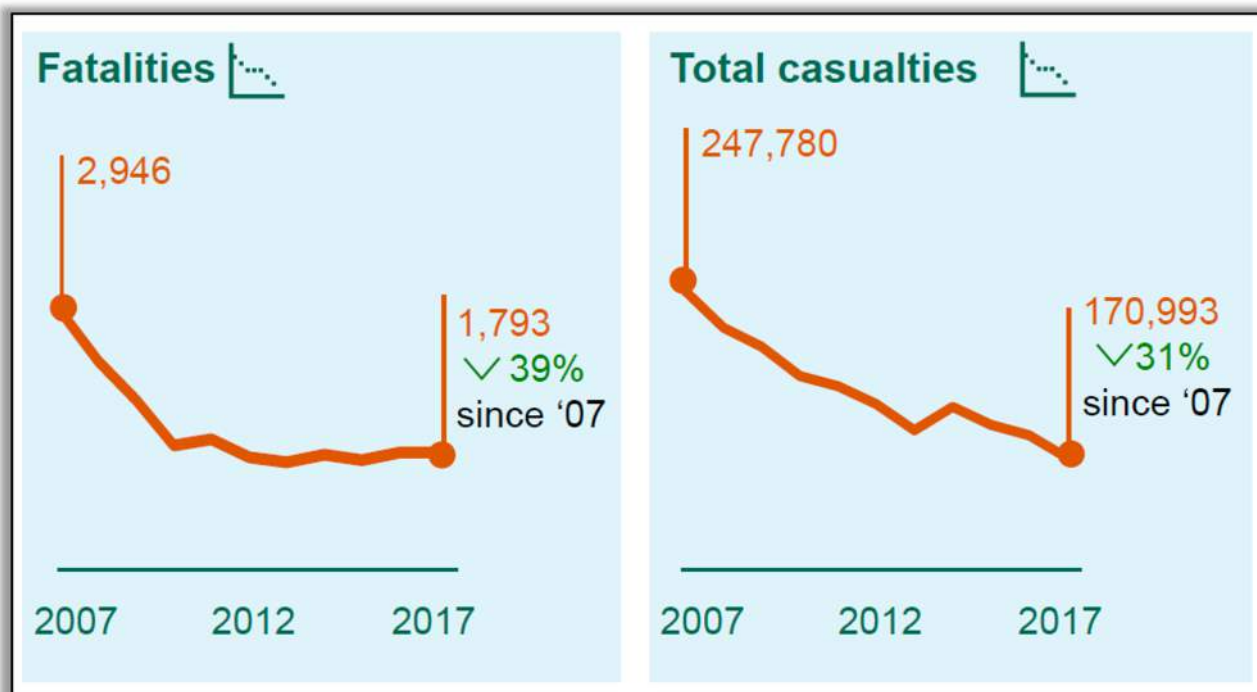
Driving Skills Event

**Sunday 22nd September
Banbury Market Place**

If you are interested in taking part, look out for more details later in the summer.

If you would like to get involved in organising the event, get in touch at newsletter@iamoxford.org.

A Message from the 2019 IAM Spring Forum



How Safe Are Our Roads? The reduction in fatalities has plateaued

The IAM would like to extend its reach and broaden its membership.

Since its inception the IAM has trained around half a million individuals in advanced driving and riding techniques. Approximately 250,000 of these are still on the roads – that’s just 0.6% of a total driving population of 39 million.

It’s a very broad generalisation, but the IAM tends to attract car drivers who are already safe, and make them a little bit safer. Bikers who join are more inclined to do so because they want to ensure their own safety and would like to become part of a club of like-minded enthusiasts.

Arguably, the IAM could influence road safety to a greater extent by attracting and training those who are poor drivers or riders – either through nerves and anxiety, show boy-racer instincts, or have simply picked up very bad habits.

Anecdotally, there is a lot to suggest that advanced driver training makes better drivers and riders and the IAM is working to gather hard evidence to demonstrate that is in fact the case.

Already, a number of studies show that advanced driver and rider courses improve attitudes and have a positive impact. In addition, telematic technology is being developed that can be plugged into a car’s on-board diagnostics port. This clever device will actually measure in real

time the risks a driver is taking. The IAM is also conducting a large-scale consumer survey, as well as developing new ways to measure performance outcomes.

So, armed with evidence that its work is effective, the challenge for the future will be for the IAM to find ways to attract more members and make them - and everyone else on the roads - much safer.

This is where you come in. IAM members can help by spreading the word about the benefits of the advanced driver and rider courses. Local groups can do the same by advertising the courses and putting on interesting activities.



If you know someone who is interested in signing up for an advanced course, don't forget that they can ask for a free taster drive. Full details are to be found on the [IAM RoadSmart website](#).

Also from the Spring Forum

The top three reasons in 2018 for failing the advanced test – with the relevant advice to IAM examiners:

1 Safety & Legality

As the examiner, you decide whether the associate's driving/riding is legal. There may be a trade-off between legality in the interest of safety. Consider if a police officer would prosecute for any breach of road traffic legislation or whether what was done was reasonable in the circumstances. An associate cannot PLAN to exceed the speed limit.

2 Restraint/Progress

Has the associate demonstrated a clear understanding of the balance between when to use restraint and when to make progress?

3 Planning & Hazard Management

Does the associate plan to deal with the hazards identified? Do they appropriately manage the risk associated with each hazard? (by change of speed, positioning, use of horn etc.)

'This suggests a link between poor observations, poor planning and a lack of anticipation with a poor understanding of the IPSGA system.'



A Recent Ride Out: Sunset at Brill

Ride Outs

Join ride outs on the first and third Wednesday of the month from May to September.
Meet at Peartree Services, Oxford, OX2 8JZ at 7.00pm. Rides leave at 7.15pm.

Associates please check with your observer whether the ride will be at suitable level for you

- Level 1 - an easy going, relaxed pace ride suitable for all abilities. Suitable for Associates and Full/Fellow Members.
- Level 2 - a medium pace ride, for the more confident rider, who is able to safely attain and maintain National Speed limits where required to do so. Suitable for Associates and Full/Fellow Members.
- Level 3 - a lively, spirited and progressive advanced pace ride, usually restricted to Full/Fellow Members, that have passed the IAM Advanced Rider Test.

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.

Young Drivers' Day 2019

Saturday 27th July

The Holt Hotel, Steeple Aston

Cost: £35



This year we would again like to draw your attention to the annual High Performance Course day for drivers aged 26 or below. This event is highly recommended and modestly priced. It also has the added advantage of being conveniently located half way between Oxford and Banbury.

If you are - or know – a keen young driver who is 26 or younger, the day is worth your serious attention. Maybe there is a young member of your family who would benefit.

This is how the course is described on the HPC website:



The aim of day is to give you an exciting and educational experience which will give you, hopefully, a 'taster' of what driving at a very high level is all about, so that you are encouraged to develop further your own driving skills. The day will involve a mixture of driving on public roads and discussing driving techniques in a classroom setting. The event is run by the High Performance Course Managers, both of whom have enormous experience of coaching drivers to the very highest standards.

Particular focus will be given to two key areas of driving - cornering and overtaking. Clive Jones will run a session on how to 'read' a bend and position for maximum safety whilst maintaining pace. Andy Morrison will discuss overtaking, using video clips to give insight into how to position and read the road for this most difficult of manoeuvres.

Out on the road, you will have two sessions sitting alongside one of the Course Managers or a graduate of the High Performance Course. First, they will drive you in their car to give a demonstration of the high standard of HPC driving, and encourage a discussion about aspects of driving as they emerge. Afterwards, you will drive in your own car on a similar route, and whilst not offering tuition your co-driver will offer feedback and advice after the drive. The goal is to raise your awareness of driving techniques and hopefully inspire you to take your driving development further. Course graduates tend to bring a range of interesting motor cars, from classic Alfas to modern Porsches, Minis and BMWs.

For more information and to register, visit the [HMC website](#).

Investigating Collisions: An Expert's View



There is always something somebody could have done differently.

Although **Jim Henderson** is best known to us as a scrupulously fair IAM Examiner, in his day job he has been a police officer for nearly twenty years. His work has mainly involved roads policing but since 2012 he has been a member of the Thames Valley Police Force's Forensic Collision Investigation Unit.

In April, Jim gave a presentation to members of the Banbury and Oxford groups about his work. It was a fascinating and – inevitably rather alarming – insight into what he and his colleagues have to deal with when they attend a road traffic collision. Although part of the Thames Valley force, Jim's team works with Hampshire Constabulary, which includes the Isle of Wight. He told us that, on every ferry crossing to the island, a space is kept free for an emergency vehicle. He also told us, somewhat unnervingly, that he was actually on call that evening.

In an average year, Jim's team deals with 120 fatal collisions. He stressed that he and his colleagues avoid using the word 'accident' as it can imply that nobody was at fault and that it was 'just one of those things'. As he points out, 'You'll appreciate, there is always something somebody could have done differently!'

The unit attends all KSI collisions – that is, collisions in which someone is killed or seriously injured. Jim explained that, in fact, cases of serious injury are often the more important, as they are likely to involve significant insurance claims where detailed evidence is needed to prove criminal or civil liability. In essence, their job is to identify, record and preserve evidence to show what happened.



Jim's team prefers the word 'collision'.

It hardly came as a surprise to hear that physical evidence at the scene tends to be much more reliable and accurate than that provided by witnesses. When asked to describe what they saw, it is all too easy for witnesses to miss things that they weren't expecting. Equally likely – and human – is for a witness to have 'seen' what they expected to see rather than what actually took place in front of them. Jim demonstrated the truth of this by asking us to recall details of a video he had shown in his introduction. He also showed how difficult it can be to accurately estimate the speed of an oncoming vehicle.

All of which means that physical clues are more likely to give the true picture. Jim and his colleagues are careful to examine scratches and gouges on the road. Tyre marks, and the condition of the tyres themselves, can reveal a lot – including whether a car has been moved into a less compromising position after the crash. Well established sources of information – the position of debris on the road, the condition of seatbelts after an collision, even filaments in the headlights – are now being added to by data stored digitally. The vehicle's Engine Control Unit (ECU), the Satnav and a dashboard camera can all provide invaluable information.

As for the causes of collisions, where should we look? Well, there are environmental factors – the weather, the light conditions or the design of the road itself. Sometimes the vehicle itself is the cause – a mechanical fault or the failure of a component, maybe. More and more collisions are due to faulty tyres; don't just check the tread, take time to regularly look for bulges or bumps on your tyres, especially if you have hit the kerb recently.



But there's no getting around it: the overwhelming majority of collisions are the fault of bad driving. As advanced drivers, we can be reasonably sure we won't be caught speeding, driving under the influence, not wearing a seatbelt, driving while using a mobile, or simply being inexperienced drivers. All of these are amongst the most common causes of road collisions. But what about these? Being careless or unnecessarily aggressive, failing to look, losing concentration, misjudging distance or speed.... Sound familiar?

All in all, Jim's talk was a reminder that observation and concentration are among the most important skills we learn on the advanced driving course. It is vital that we continue to practise them whenever we drive.

Thanks again, Jim, for an absorbing and sobering talk.

March & April Test Passes

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

Graham Keens gained a F1RST in his Advanced Rider test.

Graham (right) tells us: *I worked until January 2019 as a Home Office Airwave/ESN field engineer, supporting the current and future radiocomms needs of all the Police Forces in the South of England, North Wales and Lincolnshire South. So I have done lots of driving for business throughout my career as a Radio Engineer.*

I started riding road bikes at 16 years of age, when I was an apprentice. Since then, and due to a plethora of company cars, I have always been able to own and ride my own motorbike. With retirement impending I planned to use some of my spare time as a volunteer with SERV OBN - the local Blood Bikers. The Advanced Rider test is a requirement for this and so I asked for an IAM gift certificate for my Christmas present.

I enjoyed experiencing the Oxford group's assigned observer system and after four sessions with the very capable Paul Durrands, I did my pre-test assessment with Paul Thompson. I was then assigned Chris Williams as examiner for my test which took place in the pouring rain in the Hemel Hempstead area of Hertfordshire on the afternoon of my 65th birthday. Getting a F1RST was a present I was not expecting but was very happy to receive.

I am now awaiting my SERV OBN training in order to 'go live' as a blood biker.



Corey Bailie, who is taking his A Levels this summer, has passed the Advanced Driver test.



Corey (left) explains: *I chose to take part in the IAM course as I love cars and driving them and I wanted to further my skills. My Grandparents and my Dad have both been through the course and recommended it highly.*

After finishing the course, I feel I'm more confident and have a greater awareness of my own and other people's driving.

I am proud to have passed and become a member of the IAM. I hope I can get more involved with IAM activities in the future.

This month we also celebrate success for **Graham Stabler**, who passed the Advanced Rider Test with a F1RST.

Ian Hicks Remembered

*A few days ago, we received very sad news of the death of Ian Hicks our former Events Coordinator. His widow Maggie informed us that Ian died in February after a long battle with cancer. Ian had been celebrating his 65th Birthday only a few days earlier. **Harry Schoetz** remembers Ian's time with the group.*



Despite his serious illness and the setbacks he had to deal with, Ian was full of energy and a true gentleman in every sense. He was a highly respected member of our group, always approachable and good natured and always keen to help and support wherever possible.

Ian had a wide interest in the great heritage of British cars and motorcycles, also working as a part time volunteer for the British Motor Museum in Gaydon. This interest fed into his work as Events Coordinator and Ian organised many memorable meetings much appreciated by all our members.

It was after a break of about 35 years that Ian decided to start motorcycling again and he acquired a Suzuki V Strom 650 that he used for regular commutes between his family home in Brackley and his place of work in the centre of Oxford.

In order to become a safer rider, Ian joined IAM RoadSmart in August 2012 and started his observed riding sessions with the Northampton Motorcycle group initially. However, due to various circumstances, this did not work out as planned and a couple of years later he made contact with our group to continue his Advanced Rider course. He was also already thinking he might sign up for the Advanced Driver course later on.

Ian was allocated to me - I was a Local Observer at that time - and after several sessions and plenty of good practice gathered from his daily commutes he was soon test ready. In February 2015, the big day arrived and Ian finally took his test with Motorcycle Examiner Phil Mason in the Amersham area. It was a bitter cold day but at least it stayed dry and he really had to earn his very good pass.

Phil Mason had no hesitation in recommending Ian for full membership.

Only two months or so afterwards, Ian was keen to try his luck also on four wheels but due to increasing ill health he had to pause for a while. After successful treatment sessions, he received the all clear and shortly afterwards he was able to re-engage with his voluntary work again.

Just before Christmas 2016, Ian offered his help as Events Coordinator to the group committee as this role had been vacant since the AGM. He played a very active part in the team but unfortunately in early 2018 he was not able to continue anymore as his health got worse. Eventually he very reluctantly had to give up the driver course and motorcycling for good.

Ian will be deeply missed by the committee and group members who knew him.

2019 Events Checklist

Wed 5 June 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 9 June 2019

9.30am - Thomo's Sunday Morning Ride Out
Starbucks, A34 North, OX25 3QQ

Wed 19 June 2019

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

Wed 3 July 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 14 July 2019

9.30am - Thomo's Sunday Morning Ride Out
Starbucks, A34 North, OX25 3QQ

Wed 17 July 2019

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

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 Peartree Services, OX2 8JZ

9 11 August 2019

Bikers Trip to Keswick

Sun 11 August 2019

9.30am - Thomo's Sunday Morning Ride Out
Starbucks, A34 North, OX25 3QQ

Wed 21 August 2019

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

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

Wed 18 September 2019

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

Wed 2 October 2019 (provisional)

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

Check for updates of this list by visiting <http://www.iamroadsmart.com/groups/oagam>



and finally...

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Group Scorecard

The group scorecard is published each month and shows the test statistics for the previous twelve months. Here are the scores for April and May.

Test Statistics				
(over the last 12 months)				
Status: 01/04/2019				
	OAGAM Group	OAGAM Car	OAGAM Bike	Region Avg.
	12 months	12 months	12 months	12 months
First	12	6	6	4.1
Pass	34	14	20	12
Fail	9	5	4	2.5
% Pass	84	80	87	87

Test Statistics				
(over the last 12 months)				
Status: 08/05/2019				
	OAGAM Group	OAGAM Car	OAGAM Bike	Region Avg.
	12 months	12 months	12 months	12 months
First	12	5	7	4.1
Pass	34	14	20	12
Fail	8	5	3	2.5
% Pass	85	79	90	87