

Oxford Local IAM Group Newsletter November 2018

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

A Message from Outgoing Chair, Rob Archer

A shortened version of Rob's report to the AGM on 7th November 2018



As you know, I am not standing as chair again this year. Work and family commitments don't make it easy for me to give the amount of time I would like in order to keep moving the group forward. I want to express my thanks for your support while I have been your chair and that of our amazing committee, who have been a pleasure to work with.

I am sure you will provide support for the new chair, Alex Lewis, and the new and re-elected members of the committee.

I have greatly enjoyed being part of the group and feel privileged to have held the roles I have within the group. As a group we work together with the single aim of providing the best service we can to our allocated associates and you our loyal members. I feel we have progressed so much working together as a combined car and bike group. Each month we demonstrate excellent performance figures - among the best in the country. We also have a very good working relationship with the IAM central team, who continue to strive to improve and develop in a changing world.

Thanks are due...

I'd like to thank our Treasurer Paul Thompson for his hard work in getting the group finances into good order, with a much simpler model to manage now. This has taken considerable work by Paul. He has a strong grip on our financial position and continues to strive to improve. Paul is always looking to the future to make sure we have a manageable solution to any problem that might arise, putting in a lot of work to make life easier for anyone who might take over in the future.

During the course of this year, Paul Semple has been a great addition to the Committee. He has really helped us deal with the new GDPR data protection rules - how we manage your data.

So a big thank you to Paul, who is now looking at ways to use social media to help us appeal

continued...

to a wider audience and forge alternative ways to keep members informed.

Our newsletters are top class - always interesting to read with the continued work from Andrew Carter. The dedication behind the scenes to produce an interesting and informative read about our group is amazing. Andrew is open to feedback, so please let him know if you have ideas for newsletter material.

In due course, we are planning to integrate newsletter content into our group's website. We have a great new website currently being constructed thanks to James Henton and others and I would like to thank James for his work on this project. The website will be the public face of our group and we have an ongoing commitment to continue to keep it relevant and informative. As always, we welcome feedback and suggestions for content.

Our Bike and Car Chief Observers along with Bike and Car Coordinators do an outstanding job to keep our observers on track. They are knowledgeable about our responsibilities and make sure we give a great experience to our associates, with the hope that they will remain members in the long term. They work hard to give associates an experience that will leave them all feeling they learnt and received value from us and the IAM.

We have long term observers and a good stream of new observers, both Local and National. Our observers are an amazing credit to the group, giving up their time to help to support their associates and owning that relationship. We could not function without them. They support each other as an observer community, always looking to improve, learn and do the best they can. If you are interested in becoming an observer, please get in touch with the relevant Chief Observer, whose contact details can be found on the last page of the newsletter.

Looking back

It's good to see John Lang well established now as an examiner for bikes in our area. There's a fascinating interview with John in the January 2018 newsletter.

And in the April Newsletter, we learnt that Group Secretary Harry Schoetz won the IAM Star Performer award, something I know Harry was proud to receive. We are extremely lucky to have in Harry someone with his knowledge, skills, professionalism and commitment. He is also an amazing observer. Harry is also now an instructor on IAM Skills Days.

We have a number of Masters and Masters Mentors for both cars and bikes. A number of members are now IAM Fellows, with Tony Chalkly and Paul Thompson leading the way.

As in previous years, we have supported the Oxford Half Marathon again this year. As well as improving our skills and supporting the community, this activity also brings in a valuable financial contribution to our group.

We have run successful monthly meetings and had great feedback on the drive out and ride out events in the summer. These help us to keep up our skills, as well as being a social occasion and a chance to enjoy the area we love. However, we need your help, ideas or volunteers to help run some of the monthly meetings at Exeter Hall. Our appeal for help with organising events is outlined in the September newsletter and will be the focus of the December meeting (*See page 7*).

In conclusion

I'd like to thank you for giving me the opportunity to serve as chair for the last two years. I feel very confident in the new Committee's ability to manage the group and I'm sure they will continue to improve and grow.

Rob Archer

A Word from our new Chair, Alex Lewis



I am very much looking forward to taking over as Chair of the Oxford Group and would like to thank the previous Chair, Rob Archer, and other outgoing committee members for their hard work and commitment.

I first joined the committee in 2014 as Car Associate Coordinator, subsequently becoming Chief Car Observer.

During this time, we have established strong management of our car associates from the point of their enrolment to their test or – in a few cases – withdrawal from the course. We have trained a number of new observers to expand our team. We now operate consistently with a minimal waiting list and have a strong test pass rate with excellent numbers of candidates achieving a F1RST.

Existing members have also been given more opportunity to maintain their driving standards and enjoy driving with other members at the summer drive outs. I am pleased to say a number of members have retaken the test successfully or progressed to become IAM Fellows.

The recent changes to data protection have necessitated transition to a new IT system which I know Harry,

amongst others, has worked particularly hard to plan and implement. This will bring greater consistency of approach across the group. I am confident that Geoff Ayres, as Chief Car Observer, and Nik Bergson, as Car Associate Coordinator, will take the car training operation to greater strengths using the new IT arrangements and other initiatives.

So far, I have focussed predominantly on cars, reflecting my previous involvement with the group. Of course, we are a joint car and bike group and I am pleased to report we also have an excellent training programme for motorcyclists, along with a superb range of activities available for them.

One of the Rob Archer's particular achievements has been to keep the committee working together towards the genuine interests of a joint group. This is something I aim to continue, supporting more consistent delivery of the advanced courses regardless of discipline and expanding opportunities for further development.

I must acknowledge that some members have been disappointed by the reduction in the regular first Wednesday of the month programme of meetings. This is an area we are keen to find a way to support but believe it cannot be done at a committee-only level. For example, the recent excellent visit to Castrol HQ was organised by an interested member as a one off contribution (*See page 6*). This is a model I think we could develop more in future. However, your suggestions are appreciated and we will be using the next monthly meeting on 5th December to agree a way forward and find suitable volunteers (*See page 7*).

Finally, I hope we will soon be in a position to introduce our new website and hope you will all enjoy using this more modern platform to access information about the group.

I look forward to seeing and meeting many of you during the course of next year.

Pity the Cyclists

routinely intimidated and frightened

The IAM RoadSmart associate's handbook is quite clear from the very start:

- No journey is so important that safety can be compromised; advanced drivers and riders should never put themselves or others in harm's way.
- Advanced drivers and riders are always aware that their decisions and actions may have an effect on other people.
- They recognise that the road space needs to be shared and that this is most successfully achieved when everyone communicates and cooperates.



The need to communicate and cooperate is never more important than when drivers and riders mingle with cyclists. Oxford is famous for the numbers of bicycles in the city centre but we are also likely to encounter groups of cyclists in the surrounding countryside, especially at the weekend.

We were therefore interested to come across the following *review of the ways drivers - and to some extent bikers - can make life difficult for cyclists. The list of actions that regularly frighten cyclists is a salutary reminder of how to treat cyclists safely and fairly.

If you are a cyclist how does the list compare with your experience? As a driver or rider, how often are you guilty of the behaviour described?

What prevents significantly more people in the UK from riding bicycles for everyday transport? The primary answer is simple: a lack of safe infrastructure.

If cyclists are expected to share the roads with a tonne or so of speeding metal then, global experience shows, you won't get more than a certain, small percentage of the population doing it, predominantly the young and gung ho.

But the reasons behind this are more nuanced than they might seem. Yes, actual danger is a significant issue. But in the UK, cycling is both less safe than it could be and also significantly more safe than most people believe, with an average of a million miles ridden per serious injury or death.

The problem is it *feels* unsafe. Although safe cycling infrastructure can prevent the great majority of such experiences, it's also worth stressing that near-misses are not necessarily intrinsic to the current road system. Many happen because of poor choices, carelessness and reckless actions by other road users, overwhelmingly drivers and to a lesser extent riders of motorbikes and mopeds.



**Adapted from Ten Everyday Ways Drivers Make Cyclists Feel Unsafe, by Peter Walker, Guardian, 21 Nov 2018*

Ten driver behaviours that intimidate and frighten cyclists

1. Tailgating

No fun in a car, terrifying if you're on a bike. It's amazing how often some drivers think it's OK to drive an inch behind your rear wheel.

2. The close pass

A hugely common experience, generally carried out by drivers who feel compelled to overtake no matter what the risks. Obviously, fast close passes are the most scary, but they are always a shock.

3. The overtake-and-cut-off

Another routine occurrence, often requiring you to slam on the brakes.

4. Speeding

This is ubiquitous and is much more of a problem on quieter roads. At less congested times, for example during the night, speeding is the norm.

5. Stopping in the bike lane

It is amazing how many drivers think cycle lanes are some form of emergency parking. Bike lanes are often blocked by someone who has decided to pop into the adjoining shop, forcing riders to pull out into the centre of a busy road.

6. The lane squeeze

This seems linked to some drivers' belief that cyclists should be squeezed into the gutter, and that if they're not it's fine to edge into the rider's lane to try and nudge them over. This is especially difficult when turning right on a roundabout.

7. The pinch point push

Every cyclist knows this one: as the road narrows, usually for a pedestrian traffic island, someone in a vehicle tries to overtake at the last minute, obliging the cyclist to brake heavily to avoid being forced into the kerb, or worse.

8. Annexing the advanced stop zone

Used in Oxford and many other places, these painted boxes at the front of traffic lights are designed to allow cyclists to set off from a green light in full view of others, not trapped among a stream of vehicles. Sadly, quite a few drivers ignore this, forcing cyclists either to wait behind or edge even further ahead.

9. Jumping the lights

There is much popular fuss about this habit among some cyclists. But watch most junctions carefully and you'll see just as many drivers ignoring the red. This is often done at speed – many accelerate across as the lights change – and causes many more deaths and injuries. As ever, it's all about the physics.

10. Hogging the road

It's common as a cyclist to have vehicles occupying space which isn't strictly theirs. For example, right-turning drivers cutting the corner, veering heavily into the opposite lane. If you're coming the other way in a car this can be unsettling. Do so on a bike and it's downright scary.

Oiling the Wheels

A Visit to the Castrol UK Technology Centre



One Monday evening in late October, a group of our petrolheads and oilheads gathered at the Castrol Technology Centre in Pangbourne for a basic guide to oil and lubricants and a tour of the facilities.

Castrol is the world leading manufacturer, distributor and marketer of premium lubricating oils, greases and related services to automotive, industrial, marine, aviation, oil exploration and production customers across the world.

Pangbourne is where Castrol carry out research and development on lubricants and fuels. New products are developed there and samples of used lubricants are also tested for product development, troubleshooting and failure analysis.

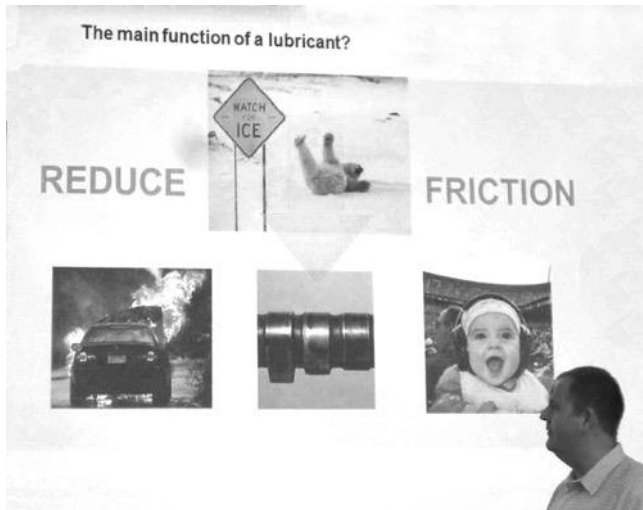
Paul Thompson reports:

The visit started in a comfortable large meeting room at around 6.00pm with a tasty buffet, fresh fruit and a choice of beverages.

A very interesting and informative presentation followed the refreshments. We learnt how Pangbourne is the central hub of BP's global network of technology centres, carrying out pioneering research on and development of fuels and lubricants under the Castrol and BP brands. After that we were treated to a tour around the workshop, testing areas and laboratories and gained a detailed insight into the range of laboratory functions and test facilities.

Although most of the 500 staff working on the site had finished work for the day, a few tests had been set up to continue throughout the night. Sophisticated alarm systems were in place to warn on site staff in the unlikely event of any problem. Various types of engines were seen purring away on extended test runs. These were subject to periodic strip testing of components, bearings and the lubricants being used to establish the most efficient additives to cope under variable climates and extremes. It was interesting to learn that Castrol worked in collaboration with Ford for seven years, jointly developing their latest three cylinder engine.

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In one of the labs, we were shown the views of an engine fuel injector, taken from a very large and expensive Scanning Electron Microscope: the first showed the injector having been run on supermarket fuel, without additives; then we saw the same injector after it had been running on premium fuel with additives. The difference between the two views demonstrated how the fuel additives really do have an effect. The 3D detail was absolutely amazing.

The capabilities of the facility and equipment being used to develop future lubricants, along with the enthusiasm and dedication of the highly skilled workforce, was very impressive. It was clear to our group that Castrol will maintain their position in the years ahead as a world leading manufacturer of premium lubricating oils, greases and related products.

When we left after 10pm, the Castrol team were still full of energy and enthusiasm.

Thanks are due to group member Alexis Livadeas for setting up such an enjoyable and informative occasion.

Next Monthly Meeting

Ideas Please! - Planning for 2019

Wednesday 5th December
7.30pm, Exeter Hall, Kidlington

The meeting will be primarily a social gathering with refreshments, mince pies and an opportunity to ask general questions or discuss activities with car and bike lead teams.

The session will also include a structured discussion to enable group members to contribute towards planning our events and activities in the coming year.

Please come along! We need your help!

October Test Passes

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

Jeremy Taylor gained a F1RST in his advanced driving test.

I'm proud to say that I'm the third generation of Taylors to be involved in the motor industry, since my great-grandfather began as a Morris dealer in 1912.

Some of the earliest photos I have of myself were taken at various motor-racing circuits around the UK. My father even let me help in the commentary box at the age of 12 and sat me in Nelson Piquet's car after interviewing him. Dad also taught me to drive and, given that he passed his advanced driving test and was one of the first approved driving instructors in the mid-1960s, I can credit him with giving me a good basic technique. That stood me in very good stead this year, though I think even he would benefit from a few drives with my observer, Nik Bergson.

Despite my father's best efforts to make sure I chose my own way, I studied Chemistry then worked in strategy for a small consultancy and Sainsbury's. Eventually, I found my way back to the automotive industry in 2010 with the Inchcape dealer group.

One of the highlights with them was running the Porsche dealerships in Portsmouth and Bournemouth, where I had a 911 as my daily driver, and thoroughly enjoyed driving the Cayenne, Panamera and Boxster on both road and, briefly, track.

Subsequently, at Jaguar Land Rover I was fortunate to have a Range Rover, Range Rover Sport (great handling for an SUV), Jaguar XJR and - my favourite - a Jaguar F-Type R with the fantastic-sounding 550bhp V8 engine. I now drive a Range Rover Velar, which has the 380bhp V6 from the F-Type S, but still has room for my wife and our three and five year old sons.

I moved to Williams and the Oxford area this June, advising external customers on what they can learn from F1. I have been privileged to attend this summer's Silverstone tyre test, with great access to the garage and team, and to learn some fantastic insights about F1. I don't get an F1 as a company car, though.

I hope to attend as many Oxford Group activities as possible - three and five year olds permitting - and look forward to meeting many of you.

Finally, thanks to Nik Bergson, who helped me make the next step in my driving and prepared me extremely well for the test.



Mark Winks has passed his advanced riding test.



I passed my bike test aged 17 and rode bikes as my main form of transport for over twenty years. That included commuting, touring, trail riding and even building the occasional unusual custom model such as a Diesel Harley with Snow Mobile transmission.

Unfortunately, medical reasons meant I had to take a break from riding. After an enforced lay off and full recovery, it seemed to make sense to get some training and make sure that I had neither got rusty or got into bad habits over the previous years.

I work on the River Thames as a Boatman and Lockkeeper and one of my pet moans is the vast number of folk that will gladly spend vast sums of money on a boat but won't pay a couple of hundred quid to get some instruction. I was determined not to be the motorcycling equivalent of that, so I joined the IAM after a word of mouth recommendation from a friend who had recently signed up.

I thoroughly enjoyed my observed rides - my riding was still OK but had room for improvement. The areas which I feel I have improved the most are getting into position earlier and commanding the lane.

Having improved the road safety side of my riding, I am now particularly looking forward to improving my bike handling and machine skills.

Dominic Marlow found the Advanced Rider course enjoyable, if a little chastening...



I started riding aged 13 on a hand-me-down TS185 from my older brother. This was back in the days when kids riding dirt bikes round the local fields - generally with the farmer's permission, it must be said - was considered good clean fun. But not long after that I got a visit from the police and a 'clip round the ear' for riding my brother's Bonneville round the local lanes. There was a bit of a problem with this bike as kick starting was the only way to get it going and I wasn't big or strong enough to start it on my own. So my brother would do the honours and then I'd be terrified of stalling it or - more likely - it stalling by itself!

Nearly forty years and a lot of bikes later I currently have a Tiger 800 and a 2017 Ducati Supersport. I've done a lot of training and track days in the past but none for probably fifteen years, which is why I started investigating the IAM. I was pretty sure I had developed lots of bad habits and a fair bit of denial. Getting successfully to the end of the course has fundamentally altered the way I ride - and my whole attitude to riding. I wanted to process good habits into my riding, which I think I've mostly done, though it is a never ending journey. Probably like many bikers, I was riding not only too fast but inappropriately fast, without considering the implications. Every ride was an excuse to go fast, then faster and to overtake everything - that was the only way I was deriving pleasure from my biking.

I have learnt to be smoother and much more observant, probably around 20% slower but maybe 100% safer and enjoying being accurate rather than fast. The other day a biker passed me and I didn't chase after him. That wouldn't have happened before but I now settle for being in my zone - and a much better place it is!

The advanced course was an enjoyable experience, if a little chastening at times and I have no doubt that I have benefitted enormously from it.

Robin Edwards has passed his advanced rider test and has ambitions to become a Blood Biker.

I am an architect and a partner with Gray Baynes + Shew in Oxford - sometimes known as GBS Architects.

I've been a rider since I passed my test when I was 16. My first bike was an Aerial Arrow; that at least got me started before I went on several BSA's, including an A10 and a A65 Spitfire. Then, like so many others, I only rode occasionally until five years ago when I decided to look seriously for a new bike. I test rode a few different bikes but it was the Harley that felt right for me.

I have to admit that I am now what is often called a fair weather biker. There is too much chrome to keep looking good on my Harley for me to use it for work. I enjoy it at weekends but have also tried to fit in a longer biking trip each year: I have toured in Spain with a friend who lives there: I took it up to the TT Races on the Isle of Man with a group of bikers; and I did a tour of the west coast of Scotland this year.

Last year my wife and I rented a Harley tourer and did an eight day tour of California, taking in Yosemite and the Pacific Coast Highway. It was a fabulous trip.

I signed up for the advanced rider course partly because I am interested in doing some voluntary biking - ie becoming a Blood Biker - when I have a little more time on my hands. The course has been an interesting experience!



Congratulations are also due to Will Annells, who passed his advanced driving test and Kevin Page, who passed his advanced rider test.

Bike Rides & Events Workshop

We will soon be arranging an informal Bike Rides & Events Workshop. This will be an opportunity for our Motorcycle Members and Associates to put their ideas forward and become more involved with the planning and arranging of our rides and events.

Look out for a mail out with more with more details very soon.

IAM RoadSmart Skills Days

Stop press!

Mallory Park is back for 2019

Come and drive or ride one of the UK's most historic circuits with IAM RoadSmart.

Book now on **0300 303 1134**

Motorcycle Days, £149 per rider (full day)

April:

Tuesday 9th April – Thruxton

May:

Wednesday 15th May – Mallory Park

Tuesday 28th May – Thruxton

June:

Tuesday 18th June – Thruxton

Tuesday 25th June – Croft

July:

Tuesday 9th July – Thruxton

Tuesday 16th July – Mallory Park (ladies day)

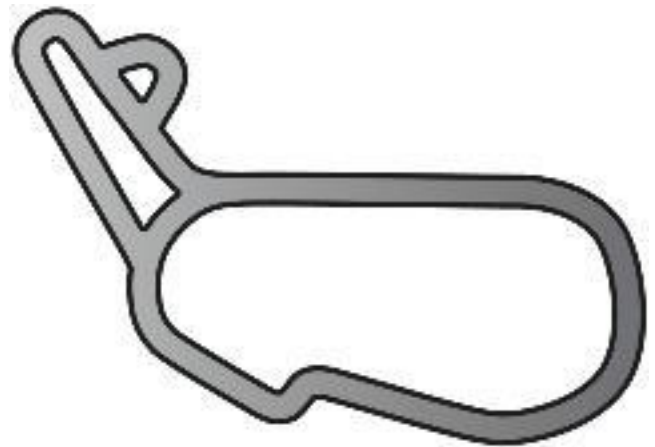
August:

Tuesday 27th August – Thruxton

September:

Wednesday 11th Sept – Mallory Park

Tuesday 17th Sept – Thruxton



Mallory Park Circuit

**Car Days, £135 per driver with own car (half day)*

April:

Monday 8th April – Thruxton

June:

Wednesday 12th June – Mallory Park

September:

Monday 16th September – Thruxton

To get an idea of what is involved, read Geoff Ayres in the October newsletter.

For full details of the Skills Days, visit the [IAM RoadSmart website](http://www.iam-roadsmart.co.uk).

Sunday Morning Ride-Outs



We have received the following from someone calling himself Thomo...

❄️ Yay... it's nearly winter 🍷 ❄️

Anyone up for a Sunday morning ride?

Get the ACF 50 onto your bike, wrap up in your thermals and electric undies and join Paul T on the cool Thomo's Sunday Morning Ride Out.

The first ride was a success, on Sunday 11th November. There were six bikes. It was good that we managed to stop at the small village of Chearsley, in Buckinghamshire, where we joined the villagers and their vicar in their outdoor service to observe the two minutes silence for the Armistice Day tribute of remembrance.



We then continued on to the Super Sausage Cafe, where Neville got more than he bargained for.

These rides, if supported, will take place monthly, over the winter on the 2nd Sunday of the month for a half day ride out to a cafe or tearoom.

If the weather allows, this will be a Level 2 - medium pace – ride. We meet at [Starbucks](#), on the A34 North, adjacent to the BP Services at 9.30am for coffee and to discuss the route, with the ride leaving at 10am.

Hopefully, a 10.00am ride start will give the day a chance to warm up.

All members are welcome - however, please do email Paul Thompson bikechiefobserver@iamoxford.org beforehand, as the ride may be cancelled at short notice due to weather or road conditions, or if I get the six numbers up on Saturday night. 😊

All dates are in our events calendar on the website.



Keswick Bike Trips 2019

In 2019 we have the opportunity for an additional second trip up to Keswick for our Full Bike Members. Also, for both trips, there is the chance to travel up on Thursday afternoon/evening, to avoid the inevitable Friday afternoon heavy traffic queues. There is also the option to make your own way up to Keswick.

If we have the interest and support, this would give us two trips to Keswick, with the first being the usual ride-out we have done in the past, suitable for all bike types.

The second potential trip will be a very challenging 112 mile circular route that we have called The Rod Wickham Challenge. Rod is an IAM RoadSmart Full Member and the owner of the Portland House B&B. He led the rides which we have taken part in since 2015. The route will take in the following challenges:

1. Honister Pass
2. Newlands Pass
3. Whinlatter Pass
4. Cold Fell
5. Hardknott Pass
6. Wrynose Pass
7. Kirkstone Pass



Please be aware that the route is technically demanding and decidedly not for the faint hearted. Hardknott Pass (*pictured*), being one of the steepest roads in England, is the most arduous part of the route. It has been described as 'difficult going West, cruel coming East'. It's the most brutal of the Lake District passes, with extremely tight bends, poor surfaces, difficult extreme cambers and a very steep climb and descent. This is definitely Adventure Bike territory!

The selection of dates below are currently available for us:

- June 27/28/29
- August 29/30/31
- September 13/14/15
- October 3/4

So we can gauge interest and uptake, please email Paul Thompson bikechiefobserver@iamoxford.org for more details by 9th December.

Oxford Half Marathon 2018

Our team was at the Oxford Half Marathon again this year, supporting the officials and clearing the route ahead of the competitors.



2018-19 Events Checklist

Wed 5 December 2018

7.30pm – Monthly Meeting (*See page 7*)
Exeter Hall, Kidlington

Sun 9 December 2018

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

Sun 13 January 2019

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

Wed 6 February 2019

7.30pm – Monthly Meeting (tbc)
Exeter Hall, Kidlington

Sun 10 February 2019

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

Wed 6 March 2019

7.30pm – Monthly Meeting (tbc)
Exeter Hall, Kidlington

Sun 10 March 2019

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

Wed 3 April 2019

7.30pm – Monthly Meeting (tbc)
Exeter Hall, Kidlington

Sun 14 April 2019

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

Wed 1 May 2019

7.00pm for 7.30pm - OAGAM Drive-out & Ride-out Meeting
Meet Exeter Hall, Kidlington

Wed 5 June 2019

7.00pm for 7.30pm - OAGAM Drive-out & Ride-out Meeting
Meet Exeter Hall, Kidlington

Wed 3 July 2019

7.00pm for 7.30pm - OAGAM Drive-out & Ride-out Meeting
Meet Exeter Hall, Kidlington

Wed 7 August 2019

7.00pm for 7.30pm - OAGAM Drive-out & Ride-out Meeting
Meet Exeter Hall, Kidlington

Wed 4 September 2019

7.00pm for 7.30pm - OAGAM Drive-out & Ride-out Meeting
Meet Exeter Hall, Kidlington

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



and finally...

OAGAM Committee: Contact Us

General enquiries or comments

Alex Lewis, Chair

chair@iamoxford.org

Harry Schoetz, Secretary

secretary@iamoxford.org

OAGAM subscriptions and other financial questions

Paul Thompson, Treasurer

treasurer@iamoxford.org

Enquiries from or about car associates & observers

Geoff Ayres, Chief Observer Cars

carchiefobserver@iamoxford.org

Nik Bergson, Car Associate Coordinator

carassociatecoordinator@iamoxford.org

Enquiries from or about bike associates & observers

Paul Thompson, Chief Observer Bikes

bikechiefobserver@iamoxford.org

Paul Semple, Bike Associate Coordinator

bikeassociatecoordinator@iamoxford.org

Membership enquiries

Phil Hine, Membership Secretary

membership@iamoxford.org

Newsletter items, comments and enquiries

Andrew Carter, Newsletter Editor

newsletter@iamoxford.org

Website content

James Henton, Web Editor

website@iamoxford.org

Social Media

Paul Semple, Social Media Editor

socialmedia@iamoxford.org

Enquiries relating to Data Protection

Paul Semple, Group Data Manager

groupdatamanager@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 October and November.

Test Statistics				
(over the last 12 months)				
	Status: 03/10/2018			
	OAGAM Group	OAGAM Car	OAGAM Bike	Region Avg.
	12 months	12 months	12 months	12 months
First	10	7	3	3.7
Pass	35	17	18	10.7
Fail	7	5	2	2
% Pass	87	83	91	88

Test Statistics				
(over the last 12 months)				
	Status: 02/11/2018			
	OAGAM Group	OAGAM Car	OAGAM Bike	Region Avg.
	12 months	12 months	12 months	12 months
First	10	7	3	3.9
Pass	37	16	21	11
Fail	7	5	2	2.2
% Pass	87	82	92	87