

IAM
DRIVING ROAD SAFETY



**TAUNTON GROUP OF
ADVANCED MOTORISTS**

NEWSLETTER

Number 116

September, 2010

TGAM CAR SHOW PHOTO GALLERY



Michael Gregory's 1955 Austin A30



David Ledger's 1961 Morris 1000

TAUNTON GROUP OF ADVANCED MOTORISTS

NEWSLETTER

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DATA PROTECTION ACT

Members' details, i.e. names, addresses and telephone numbers, are kept on computer for convenience. This information will only be used to further the aims and objectives of the IAM and is only available to Committee Members BUT can be inspected at any suitable time provided just cause can be proven.

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Committee meetings (for Committee Members ONLY) are held at 7:30pm on the second Thursday of the month at Hatch Beauchamp Village Hall. If, as a Group Member, you need to raise any issue at Committee level, then please feel free to contact any Committee Member to put your views to the next Committee Meeting.

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FROM THE PRESIDENT

A DRIVE INTO TOWN

By John Pentney, M.A.

MOST weeks I drive into Taunton from my home at Creech St Michael. It's surprising what one encounters on the road during a seemingly mundane round trip of about 10 miles which is actually a good opportunity to observe other road users' behaviour and practise one's own advanced driving skills.

First of all I have to negotiate all the parked vehicles on my estate, often parked too close to bends and junctions, before emerging on to Hyde Lane which takes me westwards out of the village, passing the village primary school and over four speed humps. At school arrival and departure times it's very difficult to make one's way through all the parked cars, some of which are often parked so that one has to approach a blind, narrow, right-angled bend on the wrong side of the road – this calls for a long loud horn blast to warn any approaching vehicles and if it disturbs those so inconsiderately and selfishly parked – tough, they should walk a bit further. However, I try and avoid these times if possible and the general morning and evening rush hours to minimize my fuel consumption in the interests of eco-driving.

After the first bend, Hyde Lane becomes very narrow with two or three passing places followed by another blind right-angled bend which calls for another horn warning (or headlamp flash after dark). Remember, your advanced driving plan is based on what you can see, what you can't see and circumstances one might reasonably expect to arise – in the case of a blind bend this could mean an approaching vehicle invisible until the last moment. The lane widens as it passes over the M5 and I glance down to see whether it's free-flowing. Although I will not be joining the motorway, I would be forewarned of likely very heavy traffic on the A38 at Bathpool if the motorway was either grid-locked or deserted in one or both directions. On the west side of the M5, Hyde Lane has some narrow serpentine bends, but by keeping towards the right I keep open my view ahead and can be prepared to give way to oncoming traffic.

Shortly afterwards, I turn right at a T-junction which has very limited visibility to the right and enter another narrow stretch with informal passing places before the ribbon development of Brittons Ash and the parked cars generated by a non-franchised Jaguar garage. I then turn left on to a 40mph stretch of the A38 at Bathpool, and pass a couple of franchised motor dealers and a tyre company all of which generate

traffic joining and leaving the main road. The limit then drops to 30mph and I soon enter the right-turn reservoir to join Milton Hill. However I keep well left of centre in this reservoir as I know from experience that oncoming A38 traffic tends to encroach into it. Milton Hill brings me to Monkton Heathfield and it becomes one-way before it joins the A3259 and it's not unknown when waiting to turn left towards Taunton to be delayed by an idiot trying to turn right from the left side of the road. It would be helpful if turn-left and right lanes with arrows were painted at the end of the road.

After about half a mile, I come to a five-exit roundabout and often a vehicle in front of me will be giving a left signal but take the second exit towards the municipal rubbish tip. This is potentially dangerous as it could encourage a driver to emerge from the first exit into its path. Why are so many drivers useless at giving correct signals at roundabouts? I take the third exit straight ahead giving a clear but not premature left signal to aid those waiting to join the roundabout at my exit. It's also all too common these days to see drivers exiting a full-size roundabout with a right signal still on – this is so unhelpful to those waiting to join and can cause unnecessary delay. A mini roundabout is somewhat different when taking the right-hand exit as your exit and the preceding one are often so close together as to make it pointless to switch from a right to a left signal, but it's a good idea to cancel your signal just before you exit. I'm now approaching the entrance to Priorswood Industrial Estate on my left and the driver in front is signalling left but not getting into the splayed deceleration lane. It turns out that (s)he's giving a premature signal to turn left at Priorswood roundabout over Obridge Viaduct – again misleading and potentially hazardous. Premature signals are ambiguous. Drivers should put their brains into gear before signalling and ask themselves how other road users are most likely to interpret their signal. When taking the second of two turnings fairly close together on the same side of the road give your signal a little later than usual to make it clear that you're not taking the first turning. It should be common sense really but too many drivers seem to be on autopilot. At the Priorswood roundabout, I take the second exit which is straight ahead, but am careful not to straightline it. Drivers often do, inconveniencing those in the right-hand lane who have to hold back to avoid being squeezed between the straightliner and the central island. Most full-size roundabouts have two lanes around them, even if they're not always marked with paint.

As I'm observing the 30mph limit along Priorswood Road, it's not uncommon to be tail-gated as I head towards the complex triangular junction north of the railway station. I make sure there's a much longer gap in front of me as you're really having to drive for two vehicles in this

situation. Beyond the second set of traffic lights, I take the left hand lane to diverge left into Greenway Road, looking out for last-minute lane changers, as the road layout here can be confusing for those unfamiliar with the area. At the mini roundabout at the west end of Greenway Road, I take the left exit into Staplegrove Road, but am often inconvenienced by a driver in the admittedly narrow straight-ahead lane encroaching into my lane.

As I follow Staplegrove Road towards the town centre, I take particular care when approaching the junction with Bindon Road as drivers tend to shoot out of this road across one's path. Just beyond this junction on bright winter mornings, one is apt to be dazzled by the low sun as one crosses over the skew railway bridge, but I already have my sun visor down. The pro-active advanced driver will fold down the visor *before* turning into the sun. Elm Grove is now a forbidden turn off Staplegrove Road for motor vehicles (though not signed as such in advance, and I recently observed a driving instructor make the illegal turn when I was exiting it), so I carry on round the sharp left-hand bend and turn left into Linden Grove (Somerset County Council has at last filled the dreadful potholes – see my column in the last Newsletter). I can always find two hours' free parking round the central gardens of this Edwardian residential area, ample time for my purpose and within comfortable walking distance of Taunton town centre. Perfect – I hate paying to park. I check my fuel consumption on the trip computer: if I've been lucky with few hold ups, my diesel Skoda Octavia will achieve about 46-7mpg on this short journey in warm summer weather when fuel consumption is generally better than during the cold of winter. My petrol Skoda Fabia will manage about 40 mpg on this same journey. So I'm doing my bit for eco-driving which is now a feature of the IAM advanced driving test.

Obviously, I do not usually encounter all these examples of sub-standard driving on a single trip, but they are the kind of thing one often observes, even on a short trip on rural and suburban roads.

Closing Date for the December, 2010 issue of the TGAM Newsletter is Thursday, 21st October.

Any contributions, whether they are general motoring articles, news of Members, Letters to the Editor, Members Cars, etc., would be very welcome.

All items should be sent to "The Editor" at ed@tgam.org.uk or, if you do not have e-mail, by mail to John Gilbert at The Coach House, Stockland Bristol, Bridgwater, TA5 2QA.

FROM THE CHAIRMAN

DIRECT FROM THE DRIVING SEAT...OR CHAIR, MAN!

By Kevin G. Grose

FIRSTLY, I must apologise for my apparent “absence” and lack of full commitment in respect of some of the events and Group matters that have occurred over the last few months. Personal issues have taken precedence and I have not been able to devote as much time as I would have liked.

However, even in my enforced absence, the Taunton Group has continued to survive and thrive even though all those usual, normally required, requirements may not have been fully met – BUT does it really matter as long as you, our Members, are still receiving a valued venue to attend; quality presenters to listen to; FREE tea, coffee, biscuits, etc.; a top class Group Newsletter to read; about the same amount of Associates still being processed; those Associates still passing their Advanced Driving Tests (ADT); our Group Observers still supplying a quality level of advanced driving guidance; our “smaller” TGAM Committee still keeping things ticking over; and so much more that goes on behind the scenes – and if all this did NOT happen, then you, the members would really lose out – all we ask you to do is to make an effort to turn up and support all and any event, venue, meeting, etc., that you can. By doing that, you make everything worthwhile and you also extend your knowledge and skills in respect of improving your level and standard of driving on today’s roads. Please, go on, just do it!

On that note, did you attend our very recent (July) Members’ Evening? If you did, then you will know what a brilliant evening it was. If you didn’t, you will never know what you missed, will you? We ran a “Reversing” Evening – yes, we thought we would take a step backwards! This idea just came about whilst we (your Committee) were thinking again, “What shall we do this time?” “Who’s going to arrange this one?” “Anyone got any ideas?”... OK, there are always plenty of ideas – some acceptable, some ludicrous but plenty of ideas – biggest problem, who is actually going to do something about it ... THIS TIME? Most ideas cost money, a whole lot of money and very few people turn up. This idea cost virtually nothing; was exceptionally well received, well supported, thoroughly entertaining AND everybody learnt something. We all learnt that most people can’t reverse. Who reverses anywhere today? No, we all drive into a space. We also offer up every single excuse under the sun not to reverse into anywhere, don’t we? Well, let’s stop all that now – next time you go anywhere, reverse into that space; parallel park for a

change; do a turn in the road; go on, just do it just to show you can – go on, show all those other so called “expert” drivers out there how to do something properly – if you are not confident in reversing then get practicing NOW – ask advice, read your IAM book, look in the Highway Code, but please, don’t make excuses anymore – JUST DO IT!



A nail biting experience for our Chief Senior Observer as Brian Howe reverses his Renault 5TL?

Following on from that point, you may know we have a newish projector which we have transported about in its original cardboard box – well, not anymore – because we just did it, Yes, we just went out and got a new aluminium carrying box – an aluminium flight case type box – very posh, very durable and very professional – we have even stuck a big IAM roundel logo on it and IAM logos on the projector as well – and a new short extension lead and guess what, yes, we stuck IAM logos on that as well - there, we just did it – we think you will like it – at least you will recognise the IAM logo.

We need to promote the IAM and the TGAM in every way we can. We will stick IAM/TGAM logos on anything we can to help our cause. We promote the IAM/TGAM through our excellent new website; we promote locally every third Wednesday of the month with our excellent Members’

Evenings; we promote the IAM TGAM locally four times a year with our excellent award winning Group Newsletter; some of us promote the IAM/TGAM locally and further afield by displaying appropriate badges in/on our vehicles; but how can we all promote the IAM/TGAM? No, don't worry, you don't have to wear a logo...but you can tell everybody about your experience with the IAM/TGAM – YOU can promote the IAM/TGAM by word of mouth – just by telling your friends, family, work colleagues, anyone in fact – go on, just do it – just tell them whatever your experience and then you can tell them where to go ... I do mean that in the nicest possible way ... tell them to contact us, look at our excellent new website, look at the newer IAM website, tell them to pop along to our Members' Evenings – better than that, bring them along to our Members' Evenings – please again, go on, just do it.

To finish up, even with my "absence" recently, I still found time to do it. Yes, I just went on and did it – DID what you ask? Well, I still found time to undertake a three hour long session on a skid pan – not just any old skid pan but the skid pan facilities at the Devon Drivers' Centre at the Westpoint venue, near Exeter, and I got a certificate to prove it – there, that's all it takes to do something positive – go on, just do it – don't put it off; don't say I can't do that; don't say I don't want to do that – STOP being negative, just get out there and do it – GO ON, JUST DO IT!



Devon Drivers' Centre's skid car

Want to improve your driving – go on, just do it – get in touch with the IAM or TGAM now: www.iam.org.uk or www.tgam.org.uk, it's only a click away – go on, just do it. Want to learn something about driving – go on, just do it – pop along to one of our Members' Evenings – they are open to all – you don't even have to be a Member to start with – just pop along and see what we are all about – go on, just do it.

Right, that's enough from me for now. Keep well, drive safely and always be prepared for the unexpected because one day it will happen.

'STRAIGHT ON'

News flash! Chief Senior Observer of the Taunton Group joins the 'Flying Squad! Read On.....

By Bill Coltham

SMART tie, cool jacket and a look of real determination on my face, I stepped up to the mark at Cadburys' Sports Club in Keynsham last month.

Joining about 20 others, I stepped into a darkened room for briefing before the 'Operation' began. Faintly, through the smoked filled gloom, I saw three figures bent over a projector. Black shirts and a look of quiet determination as they talked quietly amongst themselves. I hear a smattering of their chatter..."we'll hit them hard with this..." "I'm not sure this will really work this time" "I think the (hard to hear this) ... is corrupted ..." "We'll go out in threes; it'll make the job easier".

"Good morning, Bill" said Andy Poulton, "do you want a coffee? I'm just trying to get my presentation up and running again".

Oh no! It was yet another Senior Observer Training day. Put them through the pain that you put your Associates through, and then you'll know what it's like. But with a difference.

IAM Head Office is setting up a group of Trainers to 'drop in' to Groups to run courses for the Groups - presumably to help out the hard pressed Examiners in Areas. And it had been suggested that I had sufficient character defects to be able to join the elite band of Senior Observers to be invited to attend the day.

So, tucked in with my third cup of coffee, we addressed issues such as Training Needs Analysis:

Fault identification - leading to Spot the Fault (not a TV game yet) - Tell the Associate - and Agree the result.

Fault Analysis - look at it being a Dangerous Fault or Complex, or Habitual, is it the Associate or the Environment causing the fault to occur?

Fault Correction and suggest a Remedy-Practice - and Hand back responsibility to the Associate.

You don't really want me to go on...and on... about the content here, but we brought this back to Taunton for our own Observers. Running our own courses will be more interesting, we will be able to talk with more knowledge and hopefully with more interest to our own members.



















So, off to practice throwing suspects down police station steps, bashing down doors before checking they are already open, and keeping up the traditions of the Flying Squad...or am I just dreaming of my glory days? Wake Up Bill.

POWDERY

So all of you regularly do your Daily and Weekly Checks of your vehicle, your Basic Cockpit Checks, your Moving Brake checks, and your Stopping Checks as you exit your car after a drive. Of course you do.

Of course you don't! Come on, let's get real now

I've just changed one of our cars - we need the space to transport a 90 year old mother-in-law, and she can't get into the Land Cruiser as it is too high. So I've had to re-learn all the icons in the dash, the switches and signs, what goes off and what comes on when the ignition is turned on, and what to do when something displays when it shouldn't. You get the drift, don't you?

 Brake system warning light P. 411	 Fuel filter warning light P. 413
 Charging system warning light P. 412	 Open door warning light P. 414
 Low engine oil pressure warning light P. 412	 Low fuel level warning light P. 414
 High engine coolant temperature warning light P. 412	 Driver's seat belt reminder light P. 414
 Malfunction indicator lamp P. 413	 Front passenger's seat belt reminder light P. 415
 SRS warning light P. 413	 Rear passengers' seat belt reminder lights P. 415
 ABS warning light P. 413	 Low engine oil level warning light P. 415
 Electric power steering warning light P. 413	 Engine oil change reminder light P. 416
 Active Torque Control 4WD system warning light P. 413	 Smart entry & start system warning light P. 418

Got me thinking, again, the second time this year, actually! What if I announce at a Members' Evening that we will do some simple checks of cars one evening; tyre pressures, where the spare wheel is and the jack, where is the hazard warning light, and so on. This will give you time to remind yourselves where things are and to re-learn parts of the car that you never knew or had forgotten. Won't do it without warning 'cos I'm not that 'orrible.



So you have been warned!!!

Thanks and Well Done to all the Observers who have helped you to pass this summer. Some excellent passes and it's obvious you are proud to have done so. But it's you who have passed - Well done, too!

GROUP OBSERVERS

CHIEF SENIOR OBSERVER

Bill Coltham 01297 631818

TEAM WEST **SENIOR OBSERVER** **& TEAM LEADER**

Colin White 01823 257196

TRAINEE SENIOR OBSERVER

Alan Thomson

OBSERVERS

Guy Denton

Kevin Grose

Tudor Humphreys **(PAUSED)**

Faye Markham

Russ Williams

TEAM EAST **TRAINEE SENIOR OBSERVER** **& TEAM LEADER**

Frank Richards 01823 412916

TRAINEE SENIOR OBSERVER

John Gilbert

OBSERVERS

Ron Holdom

George Parker **(PAUSED)**

John Pentney

Steve Selby

Allan Wellwood **(TRAINEE)**

Group Observers must be fully paid up Taunton Group Members AND fully paid up National IAM members at ALL times to carry out your vital Observer roles. There are NO exceptions. You must always check that your Associate has an up to date membership card before departing on any observed drives. Please try to make and maintain contact with your new Associates, and listen to any concerns or fears they may have. When Associates pass their Advanced Driving Test, PLEASE inform your Team Leader as soon as possible as we have a duty to keep accurate and up to date records. All new Associate Members are normally teamed up with a conveniently placed Observer. If you have or encounter any problems please contact our Chief Senior Observer, Bill Coltham, or the Group Chairman.

TGAM & LOCAL DRIVING INSTRUCTORS

The following IAM & TGAM members are Driving Standards Agency/ Approved Driving Instructors:

Guy Denton 01984 633467 also a TGAM Qualified Observer

Tudor Humphreys 01823 277353 also a TGAM Qualified Observer

Nigel Steady 01278 722944

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM & TGAM Full Member Driving Instructors wish to be on the above list, then please contact the Group Secretary or the Newsletter Editor. (Note: You MUST remain FULL IAM & TGAM members at all times.)

CALENDAR

All displays, events and talks, etc., are always open to you as Members, your family and friends. We welcome as many new faces as possible to come and join us. We endeavour to make sure that full details are made available in each Newsletter. The latest news on events can be found on the up to date Events page of the Group Website at www.tgam.org.uk or by contacting any of the Committee Members (please see Page 4).

MEMBERS' EVENINGS ARE HELD EVERY THIRD WEDNESDAY OF THE MONTH AT HATCH BEAUCHAMP VILLAGE HALL, TA3 6SG, AND ARE OPEN TO ALL MEMBERS AND THEIR FAMILY, FRIENDS AND NEIGHBOURS, FROM 7:30 PM TO 9:30 PM.
POP ALONG AND SEE WHAT WE ARE ALL ABOUT OR HAVE A LOOK ON: www.tgam.org.uk

SEPTEMBER

9	Th	7:30 pm	Committee Meeting (Committee Members Only)
15	W	7:30 pm	Members' Evening – Beekeeping

OCTOBER

9	Sa		IAM National Car Conference at Warwick University
14	Th	7:30 pm	Committee Meeting (Committee Members Only)
20	W	7:30 pm	TGAM Annual General Meeting

NOVEMBER

5	F	7:30 am	Driver Skills Day at Mallory Park
11	Th	7:30 pm	Committee Meeting (Committee Members Only)
17	W	7:30 pm	Members' Evening – Red Cross

DECEMBER

4	Sa	12:00 pm	TGAM Christmas Luncheon at Oake Manor Golf Club
9	Th	7:30 pm	Committee Meeting (Committee Members Only)
15	W	7:30 pm	Members' Evening – A Christmas Evening

JANUARY 2011

13	Th	7:30 pm	Committee Meeting (Committee Members Only)
19	W	7:30 pm	Members' Evening

FEBRUARY

10	Th	7:30 pm	Committee Meeting (Committee Members Only)
16	W	7:30 pm	Members' Evening

MARCH

10	Th	7:30 pm	Committee Meeting (Committee Members Only)
16	W	7:30 pm	Members' Evening

MEMBERS PAGE

MEMBERSHIP MATTERS

By Serena Lonton

SUBSCRIPTIONS are now due for the year commencing 1st October 2010. If you joined Taunton Group **before** 1st November 2009, the fees are £5 for Full Members (i.e. you have passed the IAM Test and are a fully paid up national IAM member), or £10 for Associate members (i.e. you have not yet passed the IAM Test).

If you joined Taunton Group **on or after** 1st November 2009 on the Skill for Life programme, you will be pleased to know that your subscription for this coming year is covered by your initial payment when you first enrolled. Please check your Group membership card if you are not sure.

We look forward to receiving subscriptions from those of you who are due to renew now. Please send these as soon as possible to the Membership Secretary, Serena Lonton. An addressed envelope has been enclosed for your convenience.

If for any reason you are not renewing your membership, please let me know as early as possible as this will save the cost of stationery and postage in sending reminders. We do hope you will all continue to support the Group.

Finally, we must stress again that if your subscription is not paid you may **not** be covered for Insurance. Those renewing as full members **must** also be fully paid-up national IAM members.

This particularly applies to Observers, who are strictly forbidden to take an Associate out on a drive if this is not complied with.

Observers must also always check that their Associate has an up-to-date membership card before departing for a drive. Many thanks.

THE MEMBERSHIP REGISTER

THE following have recently joined the group. We hope you enjoy your association with the Taunton Group and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>LEVEL</u>
Andrew Potter	Bridgwater	Associate
Tony Hawkins	Bridgwater	Associate
Geoffrey Beechey	Chard	Associate
Thomas Cliffe	Minehead	Associate
Janet Spicer	Ilminster	Full Member
Shirley Gover	Bicknoller	Associate
Floyd Powers	Taunton	Associate

ADVANCED DRIVING TEST PASSES

CONGRATULATIONS to the following who have recently passed their Advanced Driving Tests.

Mark Egan
Margaret Western
Meg Winfield
Andrew Potter

OBSERVED BY
Alan Thomson
Bill Coltham & Kevin Grose
Ron Holdom
John Pentney

NOTE: If you have passed the test recently but your name is not on the above list please make sure that you inform Serena Lonton, the Membership Secretary. Also, in a change from our previous procedure, we would, in future, like to present successful candidates with their pass certificates at one of our Members' Evenings.

TGAM CHRISTMAS LUNCHEON



**Saturday, 4th December at 12:00 noon
at Oake Manor Golf Club**

THE ANNUAL TGAM CLASSIC CAR EVENING, 16th JUNE

By John Gilbert

AFTER a couple of years of disappointing, showery weather for our annual classic car evenings the committee had considered changing the date for this event. Fortunately, however, we decided to keep our traditional June date and were rewarded with a beautiful, sunny evening and by 7:30 quite a few classic cars had lined up behind the village hall. But first it was time to present two more ADT certificates, this time to Janet Loader who had been observed by Faye Markham and Colin White, and Jos Bennett who had been observed by Ron Holdom.

With the presentation completed it was time to go back out to view the cars. The scene was similar to what one might see at any gathering of classic cars. Earnest looking car buffs huddled in groups or peering in, under and around the cars, and a lovely lady draped over a bonnet.



Jos Bennett receives his ADT certificate from TGAM President, John Pentney

This was an excellent opportunity to take a group photograph (see Page 3). This will show our readers who are not in the habit of attending our monthly meetings just what a happy, friendly bunch of people we are. Hopefully it might convince some of you who have not yet attended one of our meetings to come along and join us – everything is free!



Janet Loader receives her ADT certificate from her Observer, Faye Markham and President, John Pentney

The oldest car on show this year was a 1955 Austin A30 (see photo inside front cover) owned by Michael Gregory. The car was obtained from a scrapyard and restored by rebuilding the floor, rear wheel arches, and engine. Michael uses it for daily commuting and is now starting work on an A35 van.

The next oldest car on show was a 1961 Morris 1000 2-door De Luxe owned by David Ledger of Corfe (see photo inside front cover). The original owner was a district nurse, and the car has now completed a total of 75,000 miles and still has its original 948 cc engine with a non-synchromesh first gear. The car was resprayed in Almond Green ten years ago.

Also in Almond Green, but this time with an Old English White roof was a 1966 Mini Cooper S (see photo inside back cover). Purchased by Malcolm Bennett in the 1970s and, after not moving for 18 years, it was restored by John Baker, a local Mini specialist, two years ago. It has a

1275 cc. engine and has completed 42,000 miles. The car has been to the Mini Festival at Beaulieu twice.



Faye graces the bonnet of the Granada

The oldest sports car on show this year was a 1973 Triumph TR6 owned by David Horne of Ashill (see photo inside back cover). The car has a 2.5 litre straight six engine and is equipped with O/D. It is just used for fun, has been displayed at the Thornfalcon Show at Hatch Beauchamp, and currently has 90,000 miles on the clock.

More modern, but probably classics in the making, were a trio of Mazda MX-5s, in red, green and silver. Member Geoff Worby arrived in a silver 2006 model while Membership Secretary Serena Lonton brought her fifteen year old green car which was featured in our June, 2009 newsletter, and shown on the front cover.

However the most popular sports car, and probably the star of the evening, was Peter Turner's beautiful 2000 model Morgan Plus 4 (see front cover) equipped with a 150 hp Rover T16 two litre engine. Peter uses the car in hill climbs and sprint events with Speed Mog, the Morgan Sports Car Club Speed Championships. The car currently holds the hill climb class record for Plus 4s at Gurston Down, near Salisbury, after Peter let his son, Richard, drive the car on Father's Day last year, narrowly beating his father.

Another very interesting car which attracted a lot of attention was the very pretty Pininfarina designed 1975 Peugeot 304S Coupe owned by Alison Budd, a member of Club Peugeot UK. The car is equipped with a 1288 cc engine and a manual transmission. It is the only one in the UK with a Webasto sunroof. There is only one other 304S coupe on the road

in the UK, based in Bath, and four others which are not currently on the road. Alison is planning to go to France in the car this year to attend a classic car show at Bethune in the Pas de Calais.

The rest of the line up consisted of a number of member owned vehicles that we have seen on several occasions before. There

was Chairman Kevin Grose's 1986 Opel Manta, Brian Howe's 1108 cc Renault 5TL 4-door and Treasurer Frank Richards' 1981 MGB GT with only 55,000 miles on the clock. President John Pentney brought along a 1985 Ford Granada 2.8i Ghia and completing the lineup was Training Officer Alan Thomson's very hot looking Honda Civic R and Chief Senior Observer Bill Coltham's equally hot looking Honda motorbike.



Alison Budd's Peugeot 304S Coupe



MEMBERS' MEETING, 21st JULY

By John Gilbert

AS already mentioned in "Direct from the Driving Seat" on page 10, the committee put together a practical reversing session for this Members' Evening. But before the fun began there was a presentation to make. Janet Franklin was presented with her Advanced Driving Test Certificate by her Observer, Frank Richards.



Janet Franklin receives her ADT Certificate from Observer Frank Richards

Before the members arrived the committee and various Observers had been busy laying out three reversing tasks using various cones and lengths of rope. The three reversing tasks simulated parallel parking, reversing into a stall and a turn in the road. Participants were then divided into three groups and took turns to tackle each task.

An additional, optional, task was reversing a horse trailer, by kind permission of its owner, my wife, Alison. Several participants, experienced in driving trailers, enjoyed demonstrating their prowess at reversing. However the drivers who seemed to enjoy this task the most were those who had never pulled a trailer before, particularly Rina Cameron of the Somerset Road Safety Partnership. Many thanks to Andy Mayes, a professional articulated lorry driver, who gave valuable tips to the drivers from outside the Discovery's driver's window while I acted as a safety driver from the left hand seat.



Paul Willitt and Steve Selby look on as Tony Hucker attempts a very tight turn in the road manoeuvre in his very long Jaguar XF – he successfully made it!

Faye Markham observes Andy Mayes' parallel parking technique in his Toyota. Not that Andy really needed much coaching, being a professional articulated lorry driver



Andy Mayes expertly reversing the Discovery and horse trailer

OBSERVER TRAINING EVENING, 29th JULY

By Alan Thomson

FOR the general information of the Membership, friends and colleagues of the Taunton Group of Advanced Motorists, the group Observers attended another evening of training on Thursday, 29th July, not only to maintain, but also to further improve current training and teaching methods, the results of which have again been borne out by the number of group ADT passes throughout this current year.

This particular programme was introduced recently when a regional "task force", comprising of a number of Senior Observers from Region 1, gathered early in July at Melksham for what was the inaugural screening and our own CSO, Bill Coltham, was in attendance. We at Taunton have again been privileged to be included within days of the "launch" of this programme.

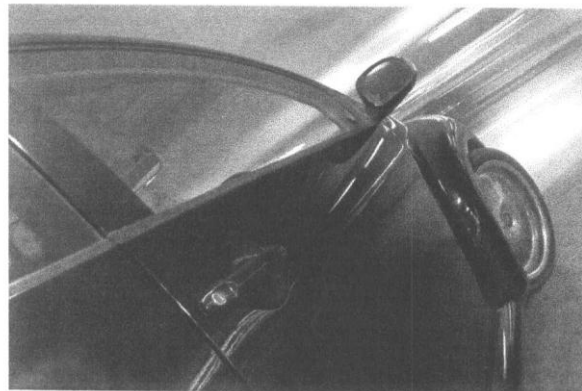
The presentation, itself, was by our esteemed Staff Examiner Mr. Andy Poulton, for those of you who of course know Andy and, bearing in mind one of the topics for the evening was "political correctness"... I'll leave you with your own thoughts as to which direction it took!!!

However, on a "slightly" more serious note, the evening began with Andy's introduction in his own inimitable style, followed by a number of short extracts, starting with a pre-test assessment of a "bottled" blond driving a BMW and a somewhat youthful "spotty" Senior Observer who, dare I say was verbally overwhelmed in more ways than one, followed by another short film showing a Demonstration Drive by a Senior Observer with full commentary.

Both films from the outset were obviously produced and directed in such a way that would automatically prompt question and answer sessions throughout the evening; speaking for myself I found it extremely useful, as I am sure did everyone else in attendance.

The proceedings finally ended with light refreshments and washed down with cups of the now famous "free" tea and coffee.

Finally, our thanks of course go to Andy Poulton for his time, trouble and effort for attending such a "huge" turnout on the night.



TRAINING NOTES for OBSERVER TRAINING DAYS

FRANK RICHARDS' LONG SERVICE AWARD



Frank Richards receives his Long Service Award from President John Pentney at the TGAM Committee Meeting on 12th August

Frank is our longest serving currently standing Committee Member. He was at the inauguration of the Taunton Group in 1981 when it was formed as a sub group to the Exeter Group, so he has served 29 years with the Taunton Group.

As well as being the current Treasurer, and arranging the printing and distribution of the Newsletter, he has also served as Chairman in the past. He is also the longest standing Group Observer to date, and has always been there either taking charge or working away in the background to make sure the Group continued to function.

He will be sadly missed and may be deemed irreplaceable - there is only ONE Frank! Our great loss, but the Kent Group's gain.

MEMBERS' MEETING, 18th AUGUST

By John Gilbert

AS usual this Members' Evening commenced with presentations. The first was a surprise presentation to our Chairman, Kevin Grose by Rina Cameron of the Somerset Road Safety Partnership to thank him for his efforts in running the MaxControl programme at the Taunton Group of IAM. In fact the eventual winner of this competition completed the IAM modules of the competition at the Taunton group (see Page 28).

Advanced Driving Test Certificates were then presented to Caroline Facey by her Observer, John Gilbert and to Margaret Western thanks to the combined efforts of Kevin Grose and Bill Coltham.

A further presentation was made to Steve Selby to mark the successful completion of his training to become an Observer for the Taunton Group.



Caroline Facey receives her ADT Certificate from her Observer, John Gilbert



Margaret Western receives her ADT Certificate from her Observers, Kevin Grose and Bill Coltham

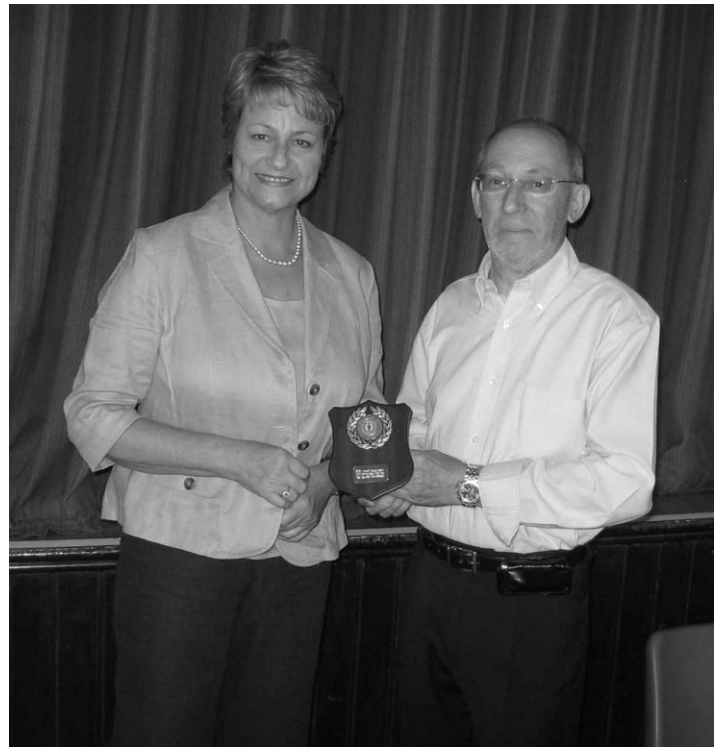


Kevin Grose congratulates Steve Selby on reaching Observer status

Having completed all of the presentations the main business of the evening began. Due to the lack of a speaker the committee had arranged a question and answer session loosely based on the ever popular BBC TV programme "Question Time". Kevin Grose chaired the session and the expert panellists consisted

of our Chief Senior Observer, Bill Coltham, and Observers Faye Markham, John Pentney and Frank Richards.

The first question was prompted by the removal of speed cameras by the county of Oxfordshire and the possible subsequent removal by other counties, the question being whether the panel considered this would lead to an increase in fatalities after years of a downward trend in road deaths. Subsequent questions covered a diverse range of topics from whether slow moving tractors should be allowed onto the A303 to, what one questioner considered to be, the sorry state of our roads.



Kevin Grose's presentation by Rina Cameron of the Somerset Road Safety Partnership



The (Driving) Question Time panel, from left to right, Bill Coltham, Frank Richards, Kevin Grose, John Pentney and Faye Markham

CONGRATULATIONS

By Kevin G. Grose

A big well done and congratulations to Jos Bennett who has just won a new car in the final of the Max Control Contest run by the Somerset Road Safety Partnership.

Jos joined us, the Taunton Group of Advanced Motorists, in January 2010, passed his IAM Advanced Driving Test fairly recently and has NOW won a new car. Absolutely brilliant. It just shows you can do these things no matter what age group, as it is all about your overall attitude towards today's driving.

Not only was Jos finally successful in winning a new car, there were many other young Max Control applicants who have gained much more than they bargained for. They have experienced advice and guidance from several motoring authorities and organisations who have, hopefully, helped many more young people on to the road of better driving and a better attitude towards today's driving.

I only wish that more youngsters and their parents would take up the Advanced Driving challenge. Anything they do can only improve their skills and attitude towards driving today.

Anyway, Jos has done it – he has proved you can do it – why don't you do it? Do something now about it – go to our website at: www.tgam.org.uk; go to the IAM website at: www.iam.org.uk; do something now – you never know you might win a new car somewhere – Jos did! WELL DONE.



Jos Bennett accepts the keys to his brand new Renault Clio

MAX CONTROL

By Jos Bennett

BACK in March last year I entered a competition to win a brand new car; the competition was known as "Max Control" and was



being run by the Somerset Road Safety Partnership. The aim of the competition was to encourage young drivers aged between 17 and 25 to take part in activities to improve driving technique and awareness. The activities, not only involved car handling tuition such as skid control, or off roading, but also awareness courses such as Pass Plus, go karting with a seminar tied into the evening, and driver simulation. There were also quizzes to complete on highway code and general vehicle maintenance to prove you knew how to look after your car, one of the main ways in which I gained the vital points was the IAM advanced driving test, which I'm sure you are all very familiar with.

The idea was to gain as many points as you could by the deadline and then the 10 people with the highest points would go through to the final where there would be more driving assesment and tests. The main driving assesment took place in much the same way as the advanced driving test with the addition of some minor manoeuvres in the car park. At the end of the day prizes were given out to all 10 finalists ranging from car cleaning kits to tyres, wheels, a year's insurance or a new Renault Clio 1.2 Extreme including a years insurance.

As people won their prizes it got down to me and one other contestant, one of us would win the car and insurance and the other just a year's insurance, the last place was so tight that the judges couldn't decide who would win. A tie break was called for which involved giving the exact description word for word as it is in the highway code of various different signs. Both myself and my opposition got the right meaning but not word for word for the first 5 signs then on the sixth one I hit the nail on the head, and ended up walking away with the keys to a brand new car. For days I couldn't believe it ended like that and that I was soon to be the owner of a new car, and it has only really just set in, I'm sure when the 1st September comes I will not be able to contain my excitement but until then I will remain calm.

LETTERS TO THE EDITOR

In praise of potholes

PERHAPS I should hesitate before taking issue with our President – but having hesitated I'm going to write all the same. Unlike John Pentney, I am all in favour of potholes. As long as they are in the right place, of course: I entirely agree that roads intended for speed should have good, safe surfaces, free of potholes and other hazards.

The roads I am thinking of are residential roads that are not intended for through traffic, and little country lanes. If roads like this are given a good surface, motorists drive too fast; potholes are a good way of slowing traffic down. Narrow country lanes should be shared – and enjoyed – by pedestrians, cyclists and horse-riders, as well as motor traffic. A group of pedestrians should be able to walk in the middle of the lane, safe in the knowledge that if a car appears round the corner they will have plenty of time to squeeze into the side of the road. Vehicles that are going slowly enough for road users like this will have no difficulty in negotiating any potholes that there may be. To put it another way, motorists who are slowed down by potholes will present no danger or anxiety for other road users.

Residential roads with no fast traffic are ideal for small children to play, riding their bikes and so on. They can play with neighbouring children without formal invitation and without going far from their parents' watchful eyes.

Yes, I know that you can install all kinds of traffic-calming schemes to slow the traffic down, but these cost money (our money) and they are formal, fussy and ugly. Potholes cost nothing (they save money), they are haphazard, and they are not unsightly. In fact, they are ideal in every way.

It is instructive to look at private (unadopted) roads, because they show what happens when people make their own decisions, with their own money (unlike the highway authorities and the people who pressurise them, who spend other people's money). Many unadopted roads are maintained to a different standard to adopted roads, with plenty of potholes and, consequently, slow traffic. My grandchildren (aged 5 to 10) recently lived on such a road, and it was a pleasure to see them improving their cycling skills and meeting up with neighbouring children in a way that they cannot do now that they live on an adopted road.

Let's have more potholes!

Henry Haslam

LETTERS TO THE EDITOR

I have recently passed my IAM Advanced Driving Test and would like to say a very big thank you to my Observer, John Gilbert.

I am sure I am not the only one who thought that the IAM group was for the 'older' generation and for those who like to slowly drive around the countryside as if every day was a 'Sunday afternoon'... how very wrong I was.

John Gilbert, my Observer, Frank Richards, my Pre Test Observer and Bill Coltham (he just came along for a ride one day) were all happy to share their knowledge and encouraged me to learn so much more than I did before I started. I will never again drive with a bald tyre and appreciate now how to make good progress without braking the speed limit! and can impress the men by knowing that my car (BMW 335d M Sport) has a horsepower of 286 and can go 0 to 60 in 6 secs.

Once again thank you to all those involved in my becoming a much safer driver.

Regards,
Caroline Facey

SEPTEMBER MEMBERS' EVENING

Presents

TGAM Member PETER MALIM

**Vice Chairman of the Quantock Division
of the Somerset Beekeepers' Association on**

BEEKEEPING

**Wednesday, 15th September at 7:30 pm
at Hatch Beauchamp Village Hall**

SHOCKING NEWS?

By Kevin G. Grose

CAN your car take the shock? When did you last check your shock absorbers? Do you know what they are? Do you know what they do? Do you care? Well, you should. Shock absorbers are one of the most important parts of your vehicle. No matter what you drive or ride, shock absorbers, or "dampers" as our American cousins say, help maintain tyre contact with the road. This is the main reason why they need to be working well. How do you know if your "shocks" are working?

Well, a very simple test is to bounce each corner of your vehicle or each end of your motorcycle. Get a firm grip and push your vehicle down and then pull it up and down again and let it go. Watch what happens.

Does it go up and down several times or does it stop almost immediately? One is good, the other is not so good. Which one, you ask? If your vehicle motorcycle continues to bounce up and down more than once, then the "shocks" are suspect – they are not doing what they should be doing. If your "shocks" are in excellent order, your vehicle will usually only bounce once and then stop.

Some vehicles have softer suspension and shocks whilst others have extremely hard suspension and even harder shocks. If you are in any doubt then seek advice as shock absorbers do not last forever and depending on what use or abuse your vehicle gets, replacing shock absorbers could be necessary every two years in some cases. Your annual MOT should highlight any "shocking" problems in that department but it is always wise to do your own checks especially with the number of big potholes around recently. A very harsh pothole can destroy a shocker and break a spring quite easily.

I only mention this issue as it has happened to me recently. My Vauxhall Astra or the "Shed" as it is commonly known, has suffered such an incident.

The shocks have been weak for a while but after having to take necessary collision avoidance action recently due to an inconsiderate



moron in a huge 4x4 travelling at an excessive speed in a country lane, I had an option of being hit by this idiot or the hedge, my vehicle in an seemingly impossible gap. Luckily the imbecile did actually miss me and disappeared grinning insanely all over his face. More luckily, no damage was incurred or so I thought as soon afterwards, a strange "boing" "boing" noise started occurring on the front nearside. I stopped and looked and noticed the spring didn't look quite right. Once home on further investigation, I noticed the bottom coil of the spring was missing and the "Shed" was about one inch lower on that side. Two new springs hastily ordered and delivered – you



must fit suspension springs in pairs, especially new springs to ensure correct ride height and new tension, etc., of the spring. It's quite a fair job fitting new front springs on an Astra, so while doing this, I checked the shock absorbers with no springs fitted. They were both useless and not working as they should be. So new shockers ordered, fitted and all front suspension reassembled. A longish job but completely necessary. End result? An absolute transformation – the "Shed" is a completely



different car. No more wallowing around corners; no more directional bump steer; no front end dive under braking – absolutely brilliant. So don't wait for an imbecile to drive you off the road to test your suspension, go out there now and do the bounce test – you might find something quite "shocking"!

Please note: I am not indicating that all 4x4 drivers are inconsiderate, etc., as 99.9% of 4x4 drivers are mostly considerate but every sector of the car world has at least one imbecile and this person will always be an imbecile whatever they drive. I would like to give these imbeciles a "shock" test but my "shock" test would have to involve electricity...!

GOOD NEWS OR BAD NEWS?

By Kevin Grose

I heard on the radio today (18th June 2010) that 17, yes – 17 speed cameras are to be removed in Somerset. That's 17 out of 35 – or 9 out of 26 depending on who is reporting this headline news – of the speed cameras in total are being removed. That's good news isn't it? ... or is it?

Just because 17 speed cameras have been removed doesn't mean we can all "speed" again where they no longer exist – NO, you must still obey the displayed and enforceable speed limit that prevails.

What is significant is the fact that drivers in Somerset have shown the necessary authorities that they can continue to comply with the indicated speed limits and therefore, there is no legal or enforceable NEED for the speed camera to be there – it doesn't comply with the required national and government guidelines. I believe it is illegal to site a speed camera where it is not NEEDED – i.e. the level of KSIs (killed or seriously injured) and/or deaths occurring at any given declared ongoing accident spot.

So, don't go and spoil it all now – continue to comply with all those speed limits out there and keep the cameras away – forever, BUT remember, there are still another 18 out there, somewhere, so let's make a serious effort to get them removed as well and keep it that way.

Right, that's the good news – what's the bad news? Well, because there are now 17 less static highly visible and indicated speed cameras, there will be more mobile speed camera vans lurking about just waiting to catch distracted and inattentive motorists not keeping an eye on their speeds throughout Somerset.

Only you, the motorist, the driver, the motorcyclist, the rider, the lorry driver, the white van man ... YES, all of YOU are the only people who can now eliminate the speed camera whether it is a static or mobile camera – so don't go and spoil it all – watch your speed, watch the limits, maintain your progress safely, but most of all, keep your life and your licence, reduce your insurance premiums and don't collect the points – there's no prize at the end of it all, just enforced hardship through no licence, no job, no money, no life maybe!

Don't speed, don't break the limit, try and comply and speed cameras die – there, that's not a bad slogan is it – try and comply and speed cameras die!

Drive safely, sensibly and legally as you don't really have much option now, do you? Again, try and comply and speed cameras die. Safe motoring.

HELP!

By Kevin G. Grose

IN the words of the old Beatles song, please consider the following:

"Help, I need somebody, Help, just anybody, Help, just please help meeeeeeee!"

or something like that as I am not exactly sure of the correct words but I am sure of the one major word "HELP".

What does it exactly mean? "I need your help" – when people are approached with this phrase, what usually goes through their minds first? How about, "how much is this going to cost me?" Well, that's what I think when my one and only daughter utters this phrase to me.

There are many kinds of help but they all involve a certain amount of extra work, effort or commitment from the person being asked so maybe I should alter it from "I need your help" to "Would you like to help other people?"

Now, that's a completely different statement as instead of one person initially seeking help, it is now many people seeking YOUR help – the Taunton Group of Advanced Motorists need your help. We need a new Group Secretary from October 2010. We need a new Group Treasurer from October 2010. We need a new Co-ordinator/Organiser for our Members' Evenings. We need a few more new Committee Members. We need YOU.

There's a vast difference between "need" and "want". To want something is to desire; i.e. a new car, new shoes, expensive foreign holiday, etc., but you don't need those things, you just want them. You do need to eat otherwise you may die and then you will not need or want anything because it will not matter anymore. So, I do hope that I have made things very, very clear in the fact that we NEED you to help us because without your HELP, there is NO us. We do NEED a new Group Secretary, a Group Treasurer, a new Group Organiser/Co-ordinator and New Committee Members.

You, as members, continually ask us, the TGAM Committee & Observers, to provide a better level and standard of service along with extra motoring activities. Your present (and past) Committee members have continually strived to move the Taunton Group forward and provide everything we can within our capabilities.

Now, as the present Group Chairman, I am asking for YOUR help. I need YOUR help to enable us, as a whole to achieve the goals being currently set for the future. I NEED YOUR HELP. By helping us you are helping yourselves for the future. If you can help in whatever way you can, then please talk to one of our Committee members now. Don't think about – just do it! HELP!

HATCH BEAUCHAMP - JOHN ROUSE MERRIOTT CHARD

Where, who, you may well ask...

By Alan Thomson

Last year TGAM moved its monthly Members' Meetings from Monkton Heathfield and, after a search for likely new locations, settled on the Hatch Beauchamp Village Hall. And from August this year TGAM Committee Meetings also moved from Monkton Heathfield to Hatch Beauchamp. TGAM is now, therefore, well and truly based in this quiet village which many of us may never have visited before. So what do we know about it? Does it have a history? Did anybody famous live here? Training Officer Alan Thomson answers those questions in the following article – Ed.

HATCH Beauchamp is a small but idyllic village, located about five miles east of Taunton just off the A358 in rural Somerset. It boasts a church, which dates back to the 12th century, a village hall, a very well known hotel and of course, the very essential local public house, nothing very remarkable about that you might say, well, read on:

Lieutenant John Rouse Merriott Chard VC – (Royal Engineers).



Born in Plymouth on 21st December, 1847 and was the second son of a Somerset father and a Cornish mother and, commanded the defence of Rorke's Drift Natal, on 22nd/23rd January 1879, against overwhelming odds, whilst engaged in the Zulu and Basuto wars of 1877 – 1879.

John Chard was educated at Plymouth Grammar School before commencing his professional studies at the Royal Military Academy at Woolwich. On 18th July 1868 he was commissioned into the

Lieutenant John Rouse Merriott Chard, VC

Photo reproduced by kind permission of the Royal Engineers Museum

Royal Engineers, following a two year period of instruction at Chatham, he then went on to serve in Bermuda and Malta before returning for short stays again in Chatham, Aldershot and Devonport.

On the 2nd December 1878 Lieutenant Chard embarked from Chatham with No.5 Field Company, Royal Engineers arriving in Durban on 4th January 1879. Whereupon No.5 Field Company was attached to the 24th Regiment of Foot, in preparation for the invasion of Zululand.

Owing to the shortage of transport, No.5 Field Company could not proceed immediately up country, as a result, Lieutenant Chard, accompanied by a few Sappers were sent ahead to Rorke's Drift and was detailed with the responsibility of constructing a pont system of bridges across the River Buffalo.



View of Rorke's Drift 1879

Photograph taken by a Royal Engineer Photographer and reproduced by kind permission of the Royal Engineers Museum

On 11th January the invasion force successfully crossed the river, into Zululand and, following a brief skirmish with Zulus at Sihayo's Kraal on the 12th, arrived at the planned base camp of Isandhlwana, some ten miles from Rorke's Drift.

It was here at Isandhlwana on the 22nd January that the invasion came to an abrupt halt. On that fateful morning Lord Chelmsford with about half the strength of No.3 Column departed with the expectation of making contact with the Zulu army to the south east. They left behind a defence force under the command of Lieutenant-Colonel Henry Pulleine of the 24th Regiment of Foot.

At about noon of that day the unprepared force was attacked from the north by a Zulu army estimated at 20,000. In an extraordinary short period of time the defending army was completely overwhelmed and routed.

Of a total of 1774 NCO's and men, 52 officers and 806 NCO's and men of the Imperial forces, all were killed in action along with 471 native troops and non-combatants. In addition, all of the columns stores, transport and weapons were lost to the Zulu's.

Meanwhile, Rorke's Drift became the focus of an attack by a Zulu force estimated to be 3-4,000, commanded by Dabulamanzi, a brother to King Cetshwayo.



Prince Dabulmanzi KaMpande (mounted), commander of the uNdi Corps and Chard's opponent at Rorkes Drift

Photograph taken by a Royal Engineer Photographer in 1879 and reproduced by kind permission of the Royal Engineers Museum

The garrison at Rorke's Drift, which was across the Natal border, had been requisitioned by the military, as a hospital and stores and comprised a total of 139 Officers, NCO's and non-combatants, many of whom were sick and in hospital, leaving 2 Officers and 91 NCO's and

men fit for operational duties with Lieutenant Gonville Bromhead in command. Lieutenant Chard was at the river crossing that afternoon when news of the defeat at Isandhlwana and of the impending developments at Rorke's Drift broke. Having secured the ponts at the river crossing, he made his way back to the Mission Station where preparations were being made for a withdrawal. Following a swift consultation with Lieutenant Bromhead, Chard reversed the intention to withdraw and set about the planning and building of suitable defences.

From about 1620 hours on the 22nd until about 0400 hours the following morning, the defenders of Rorke's Drift were engaged with an estimated 3-4,000 Zulu's of the Euthulwane and Udloko regiments in fierce and sometimes desperate fighting, with many of the small force showing supreme gallantry under the leadership of Lieutenant Chard.

At about 0800 hours on the 23rd following the appearance of Lord Chelmsford's task force from the direction of Isandhlwana the Zulus retired, having sustained heavy casualties, estimated in excess of 1000, a now spent and defeated force. It is recorded that the defenders expended more than 21,000 rounds of ammunition during the engagement.

Of the defenders, 15 NCO's and men were killed in action, one officer and 9 NCO's and men were wounded, two of whom later succumbed to their injuries.

As a result of this action an "unprecedented" number of 11 officers, including Lieutenant Chard, NCO's and men were awarded the Victoria Cross.

Following further campaigns in Africa and a distinguished military career, which has been written into the history books forever, the now, Colonel Chard took up his final post as Chief Royal Engineer in Perth, Scotland.

Sadly he died of cancer on the 1st November 1897 whilst staying with his brother in Hatch Beauchamp and is buried in the local church, St John the Baptist.

His grave is a memorial to this day and a stained glass window was dedicated to his honour.

For those of you that recall the award winning film "Zulu" Stanley Baker, who played the part of John Chard, was so moved by the whole experience, he visited the grave at Hatch Beauchamp and in due course, managed to obtain Chard's Victoria Cross, which he treasured until his own death in 1976.

Photos overleaf (clockwise from left): John Chard's grave, the inscription, and the window dedicated to him at St. Mary's Church, Hatch Beauchamp (Photos by John Gilbert)



OCTOBER MEMBERS' EVENING ANNUAL GENERAL MEETING

Guest Speaker

DR. JAMES HICKMAN

of the

Somerset Accident Voluntary Emergency Services

**Wednesday, 20th October at 7:30 pm
at Hatch Beauchamp Village Hall**

Please submit all contributions for the December 2010 issue of the Newsletter to The Editor (see Page 2 for contact details) by Thursday, 21st October. Thank you. All contributions, whether they are articles or Letters to the Editor, will be most gratefully received.

UPCOMING MEMBERS' EVENINGS

THE RED CROSS

Wednesday, 17th November at 7:30 pm

A CHRISTMAS EVENING

Wednesday, 15th December at 7:30 pm

at Hatch Beauchamp Village Hall

MEET YOUR COMMITTEE MEMBER



Name:	Faye Markham
Group Position:	Committee Member and Observer
Drives:	Citroën C2, Vauxhall Vectra (when owner has had alcoholic beverages)
Dream Car:	Any sporty convertible, totally inappropriate for a granny
Current Job:	Retired, having as many holidays as I can fit in
Hobbies:	The IAM, the gym, swimming, gardening – well, sitting in it!
Pet Likes:	Socialising with family and friends, music, my radio
Pet Dislikes:	Bad manners, incorrect use of the English language (TV presenters and Newsreaders in particular). Old ladies at checkouts. Pessimists. Hot food served on cold plates.
Favourite Food:	Everything!
Favourite Drink:	Wine, preferably 3 for £10. Lager on a hot summer day.
Favourite Actors:	Michael Gambon, Charles Dance, Robbie Coltrane.
Favourite Actresses:	Judy Dench, Julie Walters, Maureen Lipman
Dream Date:	Stephen Fry – yes I KNOW. But it's his mind that interests me.
Best TV Programmes:	The Royle Family, The Office, Extras, Little Britain, nature programmes, documentaries, history.
Best Films:	Usually children's. Harry Potter, Lord of the Rings, Wizard of Oz, Wallace and Grommit.
Best Group/Singer:	The Beatles, Level 42, Anjunabeats, Stevie Wonder, Jessie Norman, Thomas Allen, Thomas Hanson, Renée Fleming.
In car radio/CD:	Radio 3, Classic FM, Prokofiev, Borodin, Rachmaninov, Holst, Arnold Bax, Elgar, Britten, mostly Russians and British with an interesting smattering of modern Europeans, such as Arvo Pärt

TGAM CLASSIC CAR PHOTO GALLERY



Malcolm Bennett's 1966 Mini Cooper S



David Horne's 1973 Triumph TR6

WOULD YOU LIKE TO:

Improve your driving skills

Pass the Advanced Driving Test

Help lower your car insurance premiums

Make driving an enjoyable experience once more

Safeguard your life and the lives of loved ones you transport from place to place

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