

GWENT GROUP OF ADVANCED MOTORISTS

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Cut-off date for entries into
the next Newsletter (No. 148)
is Sunday 18th September

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The above Committee will meet at 7:00pm on the second Tuesday of each month, at the Road Safety Centre, Hartridge Farm Road, Hartridge, off Ringland Way. For details of the next meeting please contact Tony Blane.

Any Group Member or Associate Member wishing to address the Committee may do so in writing or in person by attending one of the Committee Meetings. All are welcome.

If you wish to speak on a motorcycle issue and do not wish to approach the main committee, then you should contact Andrew Lamb.

The editorial committee of the Gwent Group of Advanced Motorists wish to make it clear that the views expressed in this newsletter and on the Group Website, are not necessarily those of the Institute of Advanced Motorists. They are purely the Individual views and opinions of the contributors and some may be controversial. It is, however, felt that only by complete and uninhibited discussion can any impact be made of the road safety problems.

FREE EXPRESSION WILL PROMOTE DISCUSSION

Editor's Note:

Due to the lack of articles submitted, this edition of the newsletter is smaller than normal and seems to be primarily bike orientated - this is due to the lack of input received from the car section.

Remember this is your newsletter. If you would like to see more articles relating to cars, please forward them to me.

My details can be found on this page. Electronic input is preferable to paper.

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WHAT MAKES THE PERFECT RIDER ?
PRACTISE MAKES PERFECT, WELL ALMOST !

From the Chairman

It is now around three months since the departure of our esteemed colleague and friend, ex-chairman Mike Lahert from our midst but I still find it difficult to believe that we shall not be seeing him again amongst us. Many words have already been said expressing our sorrow at his passing but as a lasting memento a suitably worded plaque is to be placed in our Mobile Display Unit for all to see as a reminder of his devotion and service to the Group.

But life and the Group must go on as they say and I and the rest of the Committee will, I am sure, endeavour to continue the good work that has been established over all those years with Mike at the helm.

At a recent meeting of the Group Committee, after a heated discussion, our Group Lecturer, Steve Schanzer said he was resigning from the Committee which has subsequently been confirmed. I would like to take this opportunity of thanking Steve for all his past efforts and valuable contributions he has made to the Group. Derrick Hodges has agreed to take on the role of Group Lecturer and I thank him for that undertaking. The next Advanced Driving Course is expected to commence in September at Edlogan Way though no firm date has yet been fixed.

In the past two months or so our MDU has been 'out and about' – at the Abergavenny Steam Rally in Bailey Park at the end of May and Police Open Day in June. ***Not forgetting the very successful BikeSafe event at Abergavenny Bus Station on Sunday 17th July which generated much interest and several new members.*** – Ed. At each location we received quite a few enquiries which will, of course, be followed up, if necessary, in due course. We were fortunate with the weather on both occasions which made our efforts all the more enjoyable. My thanks must go to those stalwarts who moved the Unit for these events – Tony Blane, Mervyn Thomas, Steve Schanzer, to Derrick Hodges for supplying the MDU towing vehicle and last but certainly by no means least Madeline Thomas for providing the excellent and enjoyable edibles. Our next outing with the MDU will be at the Chepstow Agricultural Show on 13th August so do come and join us if you can.

As 'pleaded' for by Mike in his last Newsletter in February we are always looking for helpers on these and other occasions – anyone wishing to volunteer their services are always welcome with open arms. Please don't hesitate to contact either myself or any other committee member at any time.

Our other recent activities included a couple of marshalling stints – one for the Royal Gwent/St. Woolos Cardiology Fun Run at Bettws last Bank Holiday Monday and also the SE Wales Cycle championships for youngsters at County Hall on 9th July. Again my many thanks to all those members who volunteered their services to those worthy causes. Your help is very much appreciated both by the Group and the organisations we are serving.

Tony Blane

A Warm Welcome to All New Members

Name	Area	Observer
Albert Jenkins	Newport	David James
Eric Edwards	Penarth	Mervyn Thomas
Chris Muir	Newport	Tom Marshall
Mrs E. Brignall	Abergavenny	Mervyn Thomas
Colin Jelley	Blackwood	Brendan James
Stephen Bradley	Newport	TBD
Thomas Edwards	Newport	Mervyn Thomas
Rachel Davies	Chepstow	Mervyn Thomas
Judith Williams	Cardiff	Mark Jones

Congratulations on Passing the I.A.M. Test

Name	Area	Observer
Jason Reynish	Mountain Ash	David Williams
Steve Reed	Hengoed	David Elger
Robert Philips	Ebbw Vale	Tony Morgan
Wayne Lewis	Newport	David Elger
Richard John-Hopkins	Pontypool	Mervyn Thomas
Howard Lord	Newport	Mervyn Thomas
Tim Clarke	Pontypool	Mervyn Thomas
Ms A. El Awiny	Newport	Mervyn Thomas

Motorcycle Member news

We currently have 58 full members and 30 associates.

Since January we have had 12 new associates which is obviously a very healthy situation to be in and to ensure speedy training for those and any further associates who may join in the near future an observer training course will commence in late Autumn.

Events

PLEASE NOTE:

THE WEBSITE IS UPDATED FREQUENTLY AND HAS DETAILS OF ALL UPCOMING RIDES AND ADDITIONAL RIDES.

IF ANY GROUP MEMBER HAS ANY IDEAS OF A PLACE TO VISIT, PLEASE CONTACT STEVE VIA THE WEBSITE OR BY PHONE.

Unless otherwise stated :

- Sunday rides (May to September) leave RSC, Edlogan Way at 9:00am
All other Sunday rides leave at 10:00am
- Wednesday evening rides / events at 7:30pm

Additional Information

Approximate mileages have been added against each Sunday rideout, in order to provide some idea of the duration.

Events Calendar for 2005

Month	Day	Destination / Activity
August	Wednesday 10th	Local Peaks Superb views all within easy reach.
	Saturday 13th	Chepstow Agricultural Show MDU Visit
	Sunday 14th	Stratford Upon Avon - (200 miles) Departure time 9:00am at Edlogan Way Shakespeare's birthplace in rural Warwickshire.
	Wednesday 31st	Forest of Dean and Ross on Wye Getting there will be good with Stow Hill to look forward to.

Month	Day	Destination / Activity
September	Sunday 11th	Worcester Triangle - (160 miles) Departure time 9:00am at Edlogan Way An excellent route taking in some great roads.
	Wednesday 14th	Llangorse Talgarth sure to be in there somewhere.
	Saturday 17th & Sunday 18th	BikeSafe Weekend Workshop 9:00am to 5:00pm Based at Road Safety Centre, Edlogan Way, Cwmbran.
	Wednesday 28th	Wye Valley Why? Roads, scenery, pub, what more could you wish for!
October	Sunday 9th	Cheddar & Brean Sands - (140 miles) Departure time 10:00am at Edlogan Way Britain's largest gorge and on to Bridgewater bay.
	Wednesday 26th	Bowling or Presentation ...watch this space Newport mega bowl.
November	Sunday 13th	Castle Coombe - (120 miles) Departure time 10:00am at Edlogan Way Arguably the prettiest village in England.
	Wednesday 30th	Quiz – All welcome. Andy Lamb steps in to run this annual event.
December	Sunday 11th	Llandovery - (100 miles) Departure time 10:00am at Edlogan Way Battery run. Another chance to charge those batteries!
	TBD	Christmas Functions

Future Bikesafe Workshops

The last workshop of the year is being held between 9am and 5pm on the weekend of 17/18 September. As before it is based at the Road Safety Resource Centre, Edlogan Way, Cwmbran.

Please be advised that there are only a limited number of places available.

Polo Shirts and Sweatshirts

Reference to these articles was made in the April issue (page 16). These items can now be obtained through Tony Blane and the shop (details on the front inside cover).

The price for the Polo Shirts is £10 and for the Sweatshirts £14 (plus any postage and packing if necessary) in sizes S, M, L and XL and in colours Black, Red, Navy, Royal Blue, Bottle Green (dark), Grey and Maroon – the writing in each case is in white.

Please remember to provide proof of IAM Membership when placing your order.

Treasure Hunt comment

Rhona Charters (Car Member) said “we had a really fun evening, and it was a great idea to have a combined bikes and cars event. We’re looking forward to the next combined event.”

Many thanks, Rhona.

The next combined event scheduled for this year is the Quiz, which is being held on Wednesday 30th November. Ed.

Bad Food

A Doctor was addressing a large audience:

"The material we put into our stomachs is enough to have killed most of us sitting here, years ago. Red meat is awful. Soft drinks corrode your stomach lining. Chinese food is loaded with MSG. High fat diets can be disastrous, and none of us realizes the long-term harm caused by the germs in our drinking water. But there is one thing that is the most dangerous of all and we all have, or will, eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it?" After several seconds of quiet, a 75-year-old man in the front row raised his hand, and softly said, "Wedding Cake."

MOTORCYCLE SECTION - SUMMER TOUR 2005

The outline plan: To travel up Friday, tour the Lake District on Saturday and Sunday and travel back via North Wales on the Monday.

Accommodation cost will be approximately £115 PER TWIN ROOM (not per person) for the three nights B&B.

From Friday 9th September returning Monday 12th September



We will be staying in the village of Kelbrook in Lancashire.

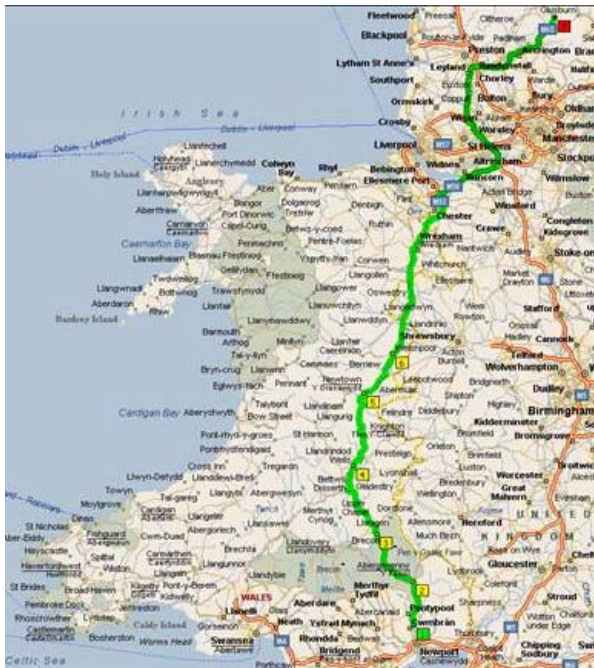
The accommodation offers secure parking and access to fantastic scenery combined with excellent roads.

Anyone wishing to attend please send a deposit of **£30** to Steve Williams **no later than the 13th August.**

The trip will need a minimum of 6 people.

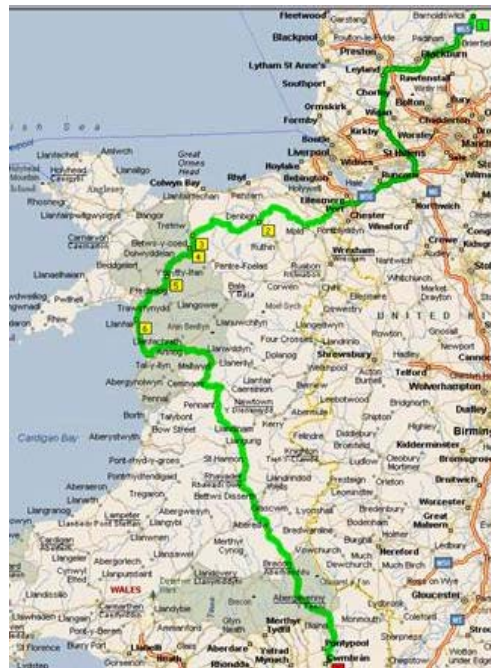
The price quoted may change - this is dependent on the number of people attending the trip.

Proposed route to Kelbrook:



Estimated distance: 230 miles

Proposed return route:



Estimated distance: 305 miles

Details of proposed circular routes can be found on page 21.

Past Events

5 Bridges (III)

Many people have asked why this run is called the Five Bridges run.

It started its life as the Three Bridges Run where the bridges in question were the two Severn Bridges and the Clifton Suspension Bridge.

Last year it was renamed the Four Bridges run, since the Avon Bridge was also added.

This year, however, some bright spark noticed that the route would take us through Usk. Therefore the bridge in Usk over the river Wye should also have a mention. Hence the Five Bridges.

This same 'bright spark' remarked that there is the bridge over the Usk prior to the one over the Severn on the old Severn Crossing. If this is to be included, then next year it may be referred to as the Six Bridge Run!

We shall have to wait and see.

Dave Williams

Rideout Report: Lake Vyrnwy

Date: 10th July 2005

Duration: 09:00hrs –18:00hrs

Distance: 230mls

Conditions: Sunny and warm, 28°C

<u>Rider</u>	<u>Bike</u>	
Greg Sullivan.....	Triumph Sprint ST	(Ride Leader)
Steve Williams.....	Yamaha Fazer 1000	
Mark Jones.....	Honda VFR Vtec	(Tail ender)
Mike Odelet.....	Honda Blackbird	
Tony Morgan.....	Honda VFR	(Tail Ender)
Lee Clarke.....	Honda VFR Vtec	
Mark Gornicki.....	Suzuki Bandit 600S	
Peter Skelton.....	Yamaha Fazer 600	
Richard Higgs.....	Moto Guzzi Le Mans V11	
John Probert.....	Yamaha Fazer 600	
Derek & Julie Lee.....	Kawasaki ZZR600	
Gareth Davidson.....	Suzuki GSXR 600	
Budge & Dianne Burridge.....	CBR 1100xx4	
Tim Rodway.....	Yamaha Fazer 1000	
Simon Rolfe.....	Honda CBR 1000	

The longer daylight and better weather during peak summer enables the group Sunday Rideout to depart earlier (9am) and reach a peak in terms of distance

travelled. With Peaks in mind the destination for this ride was Lake Vyrnwy via Wales's highest road pass.

Excellent weather encouraged 15 riders to turn out for this trip some joining and exiting the ride at various stages. The usual stalwarts were in attendance and a few riders also attending their first Sunday group Rideout, not the easiest ride to select to start with but all coped very well and hopefully enjoyed the day enough to encourage them to return.

Also in attendance for the first time were Budge & Dianne Burridge and Tim Rodway from the Severn Advanced Motorcyclists (SAM) of the Gloucestershire area. It says something about the IAM when riders can come together like this and all ride to the same system and high standard, in fact all looked as if they had ridden together for years.

After a quick chat 10 riders left Edlogan Way using the drop-off marker system with Mark Jones propping up the tail-end. Taking the direct route to **Abergavenny** bus station we met Tony Morgan and Peter Skelton and headed out on the A40 towards Brecon. Lee Clarke joined the group at Tretower and we headed over to **Talgarth** and on to **Builth Wells**. Pulling in to the little chef at Builth, the riders from the SAM group had just finished breakfast as planned and were waiting to join the group - having a chat while everyone else took the opportunity to take in some much needed liquid.

Onto the A470 we headed for **Rhayader** making good progress as the roads were unusually quiet, Peter Skelton headed back from this point while the rest turned right on the B4518 for Saint Harmon, a smooth open road with panoramic views working our way to **Llanidloes**.

With the B roads getting tighter and the scenery even better we continued on to **Llyn Clywedog** pulling into the car park for a short break.

Llyn Clywedog is a man made reservoir owned by Severn Trent and boasts the highest concrete dam in Britain at 236ft (72m) high and 750ft long. Holding back 11,000 million gallons of water it is up to 6 miles long with a maximum depth of 216ft.

On we pressed to **Staylittle** turning left through **Dylife Gorge** along an unnamed road. This is smooth single track for approx 10mls that chops and changes left and right that can be difficult to concentrate on when there is yet more great scenery to appreciate. Dropping down into **Machynlleth** we turned right towards Welshpool and pulled in to a garage in **Mallwyd** so that all riders could fill up and have a full tank for the return trip. More drinks were consumed whilst other bikers warned us of spot checks in the Barmouth area that were taking 30mins to clear.

Thankfully we headed the other way towards Dolgellau again on the A470. Within a few miles some variety was introduced by going into the car park of a community

hall where good slow speed control meant a perfectly executed synchronised “U Turn” by 14 riders. With the Olympics 7 years away surely this could be introduced instead of the synchronised swimming.

Back onto the A470 we took the next right for **Dinas Mawddwy** (correct one this time) on un-named roads passing through **Llanymawddwy**. From this point the roads become narrower as we tackled some hairpin corners climbing the 1:5 incline to reach **Bwlch y Groes**.

Bwlch y Groes is the highest road pass in Wales with views to the Arran Mountains and the Dyfi Valley that during medieval times was used as a Pilgrims route from North West Wales to St David’s in the South. Thick black lines on the edge of the mountains show the sections of peat bogs worked by those in less affluent times.

Setting off again we aimed for **Llanwddyn** on what proved to be the narrowest section of road with Lake Vyrnwy soon coming into view. Thankfully a number of cars made use of pull in areas and allowed us all to pass with the Lake looming larger and larger during a long slow descent.



From left to right: John, Gareth, Derek, Julie, Mark J, Simon, Richard, Steve, Tim, Dianne, Greg, Tony, Lee, Mike and Mark G, with Budge behind the camera.

Arriving in **Lake Vyrnwy** it was over the Dam and a case of park wherever we could, then straight into one of the local cafes for a lengthy rest.

Lake Vyrnwy in the heart of the Berwyn Mountains was created by the Victorians as a water supply for the growing city of Liverpool. The village of Llanwedyn was lost when this first large masonry dam in Britain was built to create the lake.

The dam is 357m long and 35.5m thick at the base and the perimeter road is 11.75 miles long being used for annual half marathon races.

Four riders needing to get back early departed while the others relaxed a while longer and then gathered themselves for the return route.

With Tony Morgan volunteering to go tail end we passed through **Llwydiarth** and **Llangadfan** using the excellent B roads which unfortunately had been recently re-laid at one section. On through **Llanfair Caereinion** we turned for **New Mills** and eventually reached **Newtown** for a toilet stop.

Newtown to **Llandrindod Wells** must be most riders favourite and the group became more strung out as we enjoyed the fabulous A483 to return to **Builth Wells** and take a rest in the grounds of the little chef.

Everyone regrouped at this point as we did throughout the ride hence the Drop off system worked as intended without losing any riders. All took the opportunity to take some more liquid which was the purpose of the number of stops planned, this being necessary for a mixed group before any section became too uncomfortable for any rider possibly causing a lack of concentration.

The guests from the SAM group offered an invite for us to attend one of their ride-outs and bade us farewell. The route home was well known for all remaining riders, so we all made our own way back - some going straight home and a few finishing up at **Abergavenny** Bus Station at 6pm.

A good turn out for a good day riding to a new destination with a bit of variety, so hopefully something for everyone to enjoy.

Greg Sullivan

Weekend Tour for 2006 – Opinions requested

Proposed to be a long weekend instead of a week (Thursday to Monday).

Please submit any ideas for a possible destination to a member of the Bike Committee.

Notes on IAM National Motorcycle Conference (30th April 2005) Part 2

This conference was attended by Dave Williams & Steve Williams.

Group Presentations

Bristol

Observer Training by Richard Kendall and Billy Burns (Observer Training Officer)

The idea of meeting the examiner prior to a test.

Evening refresher sessions during January and February for Observers

This group has 50-60 new associates every year.

A forum for Senior Observers is held twice a year. This to keep in touch with all observers both senior and regular.

Associate cross-check

Observer Practical test

Observer Requalification test

Senior Observer vs. Training Officer different roles

To keep a log book of training of both Observers, Team Leaders and Senior Observers.

Calling in the examiner to explain what he is expecting during the tests.

TVAM

Bike to Bike Radios by David Jacobi (Chief Observer)

Thames Valley Advanced Motorists have drawn up a policy document covering the use of bike to bike radios when used with associate training.

The policy states that each user must be trained in their use and be re-assessed every two years.

The main use of them is to give clear and simple directions. Also used for providing commentary during a demonstration ride with the associate in front.

Worcester

Advanced Plus by John Mallalieu

2005 – 20th year of operation

Advanced Plus is a scheme to take members above Senior Observer Standard.

There is an IAM Super Test which is equivalent to this level.

The group has 55 pre-determined routes, each of which is approximately 100 miles.

York Advanced Motorists

Observer Teams by Region 4 Co-ordinator

This group has 250+ members which includes 100 associates.

They hold weekly club meets every Saturday morning. The associate swaps to different observers each week, depending on who turns up.

Problems

- High Associate Drop out
- Variance in Observer Consistency
- Lack of continuity of training
- Allocation difficulties with large numbers

Suggested Solutions

- Get better looking observers
- Buy all the associates lunch on the Saturday
- Change to permanent 1-2-1 observing
- Adopt a mentoring system for Observer Training
- Work in teams of Observers

The main suggestion taken up was to work in Teams of Observers.

A record sheet is maintained for every member of the group associate or observer. A pre-test assessment of other observer's associate. Creating a mock test environment.

A personal note – most of the groups seem to have a ratio of Senior Observers to Observers of 1 to 3 or 1 to 4.

David Coia (Motorcycle Adviser) and Stephen Shepley (R. Co. for Scotland) Forum

Suggested attendees for attendance at Forums should be two members from each group. These would be either the Senior Observer or a committee member. The main purpose of the forums is to spread and share information amongst the groups.

The Motorcycle adviser can be used to feed any concerns back to IAM House. Example the guidelines for social rideouts.

Northampton

BikeKraft by Peter Osborne (Secretary)

This is a rider improvement scheme similar to BikeSafe, working in conjunction with the Police.

They feel that it is hard to reach the twenty somethings as these are classed as the most vulnerable riders.

They held a free track day which was paid for by the camera partnership. Not only did the attendees have the chance to ride on the track with the Police Officer but there were also slow riding areas and competitions. The idea that all aspects of road safety were demonstrated.

Christopher Bullock then provided an overview of Future IAM Strategy, most of which we were sworn to secrecy as the information required to be kept from the public domain until its launch.

In 2004 the IAM has 14,000 members. There's a sizeable increase for 2004/2005.

Motorcycle members	13%	(6% in 1999)
Motorcycle Test Applicants.....	30%	
Motorcycle Web Sales.....	24%	
Motorcycle Observers	44%	

During the 50th Anniversary Year of the IAM there will be many events, some of which will hopefully become annual meets. One such event is a Road Safety Event in London on 21st March.

David Williams
(personal notes of the meeting)

Looking forward to receiving reports from other attendees at these Forum meetings. Not only for the bikes but for the cars too. – Ed.

General Information

Newsletter in Electronic Form (PDF)

If people would like to receive or access a PDF copy of the Newsletter then this is available via the new website. Access is restricted to members only, contact Steve Williams on steven.williams5@ntlworld.com for more details.

Advantages of having an electronic copy of the newsletter - you will be see the pictures in better detail and in colour too!

In Addition . . .

Why not subscribe to our e-mail list, you will be updated of any last minute events or relevant News Releases as they occur.

Your e-mail address is secure and not viewable by other parties.

You can un-subscribe at any time.

Visit www.gwent-advanced-motorists.org/mail_list1.htm

Whilst you're on the site why not sign our guestbook - it can be found at the top of every page.

IAM News Articles

Drivers Demand More Warnings about Speed Cameras

Issued: 18 July 2005

Britain's drivers want more warning signs about speed cameras and speed limits on roads where cameras are sited, according to a new survey for the IAM (Institute of Advanced Motorists).

Nearly nine out of ten drivers (88%) say every roadside speed camera should carry a sign on it, advising motorists of the speed limit. And more than eight out of ten (82%) also want vehicle-activated signs placed ahead of cameras to provide an early reminder of the speed limit.

Overwhelming support for a range of changes in the rules governing cameras are revealed in a nationally representative NOP survey of 550 drivers carried out for the IAM, the UK's leading organisation for improving driving standards.

More than seven out of ten drivers (76%) want all roadside cameras painted yellow, including traffic light and yellow box cameras. And more than six out of ten (62%) would like to see the money left over after covering the cost of speed camera enforcement used to pay for hundreds more traffic police.

John Maxwell, IAM Chairman, said:

"Speed cameras should be about compliance, not capture. Posting speed limits on cameras and putting up early warning signs would leave drivers in no doubt about what maximum speed they should be doing.

"If the government wants to make speeding as socially unacceptable as drinking and driving, it has to raise public support for cameras. It should make all cameras conspicuous, not just some. And it should consider using the money from fines on what most people are calling for - more traffic police - instead of giving it to Gordon Brown.

"More than £20 million a year from fixed penalties is going to the Treasury. That money could buy more than 600 extra traffic constables, who can exercise more of the discretion that motorists want."

The survey also reveals that an overwhelming majority - more than eight out of ten drivers (84%) - think speed limits should be varied according to weather and traffic conditions.

John Maxwell said:

"The thinking behind the speed limits on many roads simply isn't clear to many drivers, causing widespread frustration and disobedience. We need a national review so that speed limits are set at levels which are sensible, understandable and acceptable."

The survey shows that drivers are equally split over whether speed cameras are mostly or all about saving lives (48%), or about raising money (45%). And one in ten drivers (11%) are dishonest enough to say that, if they knew someone who was caught by a speed camera, it would be acceptable to cover for them by accepting the fine and taking the points on their own licence.

At the same time, the survey shows that most drivers are unaware of the dangers of speeding, especially in built-up areas. Drivers were first told that an adult pedestrian hit by a car at 30 mph had a 20% of chance of being killed, and were then asked what they thought the chance of death was at 40 mph. Only a third (35%) gave the correct answer of 90%.

IAM Fact Sheet 21/001 - SAFETY CAMERAS

Camera numbers

- There are around 6,000 fixed and mobile speed camera sites in Great Britain. The first was introduced in London in 1992.
- There are nine different types of speed camera.
(source: SpeedCamerasUK.com).

Camera offences

- The number of speeding offences detected by cameras in England and Wales in 2003 was 1.78m, rising from 1.23m in 2002. Cameras provided evidence for 93% of speeding offences dealt with.
- The number of traffic light offences detected by cameras in 2003 was 125,000, compared with 84,000 in 2002.
(source: Motoring Offences England and Wales 2003, Home Office)
- The total number of speeding offences recorded in Scotland in 2003 (including those detected by cameras) was 180,948, rising from 111,805 in 2002.
(source: Recorded Crime in Scotland, Scottish Executive)

Camera fines

Provisional figures for 2003/04 show that the 35 safety camera partnerships operating in England and Wales raised £112.2m from fixed penalties, of which £91.8m was spent on running the cameras with the balance of £20.4m accruing to the Consolidated Fund i.e. the Treasury.

(source: DfT)

Camera partnerships

Forty out of 42 police forces in England and Wales, and seven out of eight forces in Scotland, are now members of safety camera partnerships under which the income from fines is 'netted off' to help pay for enforcement measures.

Rules for siting speed cameras

The DfT's 'Handbook of Rules and Guidance for the National Safety Camera Programme for England and Wales for 2005/06' includes the following rules:

- Fixed camera housings must be yellow or covered with retroreflective sheeting, both front and back.
- No camera housing should be obscured by bridges, signs, trees or bushes.
- Cameras must be visible from 60 metres away in 40 mph or less areas and 100 metres for all other limits.
- Camera warning signs must be placed within one kilometre of fixed camera sites, and in advance of the point of entry to a route with mobile camera sites.
- Mobile speed camera vehicles and operators must be clearly visible to drivers, though there is no specified livery.
- Camera sites should be reviewed on at least a six-monthly basis to ensure that conditions on conspicuity, visibility and signing have not changed, or do not require alteration or maintenance.
- There is no requirement for red light cameras to be conspicuous or visible.

Chance of an adult pedestrian being killed if hit by a speeding car

- At 40 mph – 90%
 - At 30 mph – 20%
 - At 20 mph – 5%
- (source: DfT's Think! road safety website)*

Proportion of cars exceeding speed limits

- 70 mph motorways - 56% (57% in 2003)
 - 70 mph dual carriageways – 48% (50%)
 - 60 mph non-built up, single carriageway roads - 10% (9%)
 - 40 mph built-up roads – 27% (same)
 - 30 mph built-up roads – 53% (58%)
- (source: Vehicle Speeds in Great Britain, DfT)*

Chance of driver being involved in an accident

For every 1 mph reduction in a driver's speed, the chances of being involved in a crash decrease by 5%.

(source: Transport Research Laboratory)

Speed limits guidance

The DfT is currently reviewing responses to its consultation on local speed limits, and guidance for local authorities is expected this summer.

Attitudes to speeding

- A poll of polls showed that an average 74% of the public support the use of speed cameras.
(source: Transport 2000, Nov 2003)
- The proportion of motorists finding it 'unacceptable' and 'highly unacceptable' to drive at 40 mph in a 30 mph area has risen from 60% in 1998 to 76% in 2003.
(source: Tomorrow's roads - safer for everyone: The first three year review, DfT, 2003)

Impact of more traffic police

New research shows that the random positioning of stationary, highly visible traffic police produces 'substantial impact on accident rates and reductions in mean speeds' over large distances for 'relatively low levels of manpower'.

(source: *How methods and levels of policing affect road casualty rates, TRL report 637, June 2005*)

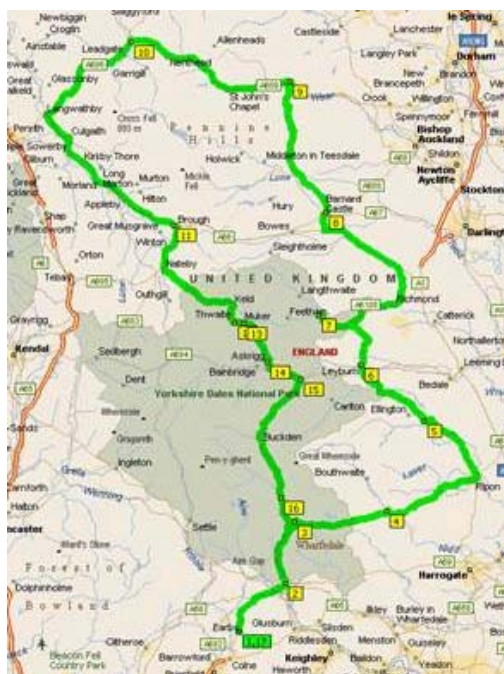
Advanced driving tips for staying safe and within speed limits

- Watch out for drivers who brake without thinking when they see a speed camera, regardless of what is behind them.
- Allow at least a two second gap between you and the vehicle in front on roads carrying fast traffic.
- Make sure you look for speed limit signs each time you join a new road. Signs may not be obvious but are normally at the start of a section of road. Look also for repeater signs – you may then see a camera ahead.
- If there is no sign, or you are in doubt, 30 mph is the norm on urban roads. Street lights less than 200 yards apart usually mean a 30 mph limit for cars, unless there are signs showing a higher limit.

Continued from page 10.

Details of proposed circular routes while in the Lake District.

Circular route 1:



Estimated distance: 230 miles

Circular route 2:



Estimated distance: 230 miles

Mobile Display Unit (M.D.U.)

Past visits of the Mobile Display Unit

Abergavenny Bus Station + BikeSafe Event

Hi All.

Big thanks to you all for your contribution at the MDU event in Abergavenny on Sunday 17th July, this proved to be a very successful event with two new associates joining on the spot and many more serious enquirers taking away all relevant information and application forms.

Gwent Police benefited hugely by our presence not just because they settled down with us in the shade on the MDU but more as it was through our introductions that they conducted at least 10 assessed rides. They do however support our group during their two-day BikeSafe events by allowing us to make a short presentation so the benefits are shared by GGAM and Gwent Police in our mutual interest in safe riding.

We also gave out leaflets for "Active Rider Training" to those that enquired about CBT and DAS in the North Gwent area. Chris Williams provides this training and is also a member of GGAM who is supporting our group by distributing our flyers to newly qualified riders so again the benefits are obvious.

As many riders call in to Abergavenny whilst touring the area we often field enquiries from those from further afield and at this event the Gwent group passed on contact details for South Wales, Worcester and Hereford. In addition other IAM members from Cheddar Valley and Severn Advanced also paid us a visit for a chat.

Some members attended early to set up the MDU and some helped to pack away at the end of the day all of which ensured that the event run smoothly. A few bike members attended all day with others calling in for shorter spells, your contributions however big or small are much appreciated and needed in our efforts to promote the Gwent Group.

Those that gave prior notice of your intention to attend, your contribution was crucial as without knowing that others will be there the event would not go ahead.

Thankfully Mervyn Thomas once again made the necessary arrangements for the transportation of the MDU with Derrick Hodges and Brendan James doing the honours.

Greg Sullivan

Future Visits for the Mobile Display Unit

Saturday 13th August

Chepstow Agricultural Show, Broadwell Farm, Crick

No additional information supplied to the editor.

Mobile Display Unit

If there is anyone who has any events taking place near them in the foreseeable future, and they think a visit from the M.D.U. would be beneficial, please contact Mervyn Thomas or any member of the committee.

Members' comments

Motorcycle Casualties Lowest Since 1998

Issued: 30 June 2005

The Motor Cycle Industry Association today welcomed the news that motorcycle user casualties are at their lowest levels since 1998 according to statistics released by the Department for Transport today.

Over the last year there has been a ten percent reduction in the number of motorcycle casualties. The number seriously injured has reduced by 13 percent and the number of killed has decreased by 16 percent.

By contrast, the number of miles travelled by motorcyclists has risen each year and the figure is now 37% higher than they were in 2003, showing that motorcycling is getting safer mile by mile.

The MCI who has invested heavily in safety over the last five years welcomes this reduction and is encouraged for the future.

Motorcyclists, however, are still vulnerable road users and face inequality in transport policy and on the roads today. There are now more than 1.5 million motorcycles in use, which accounts for about 5% of all motor vehicles, but they are still represented too highly in casualty statistics.

Craig Carey-Clinch MCI's Director of Public Affairs said, " The news that motorcycling casualties are at their lowest level since 1998 is very heartening. However, there is no room for complacency by government, industry or road users

“Now, more than ever it is crucial that the Government takes action to quickly start and implement the recently launched ‘Government Motorcycle Strategy’, the IHIE guidelines are taken on board by local councils and motorcycle- friendly action is included in Local Transport Plans to ensure we can continue to build on the successes and improve road safety.”

The MCI is due to launch its updated 19 Point Safety Strategy which has formed the backbone of the last three years works to improve motorcycle safety. The MCI announced today that it had completed all of its actions and was only unsuccessful where there was lack of government intervention and support. This demonstrates that it is possible to reduce the number of motorcycle casualties, but it will only be achieved by working in partnership.

Greg Sullivan

Motorcycle Registrations Show Signs of Market Consolidation

Issued: 11 June 2005

Motorcycle registration figures released by the Motor Cycle Industry Association (MCI) show that the total sales of two wheelers during June 2005 are up by 2% on June 2004.

Adventure sport is the sector that has shown the largest growth and compared to June 2004 there has been an increase of 41%. This month the BMW R1200 GS continues to be the biggest selling bike in that category as it has been for the first six months of the year.

The statistics for year to date confirm the growing diversity in motorcycle sales. Adventure (27%), naked (16%) and custom (10%) continue to be the three biggest growth sectors and now account for one-third of all new motorcycle registrations. This ongoing trend reinforces the view that people are looking for more from their bikes and that more riders are opting for bikes that are versatile and provide on and off-road riding opportunities.

Motorcycling is getting safer and this is helping to make riding more appealing to more people as an everyday form of transport. Statistics released by the Government in June show that the number of motorcycle casualties has reduced by ten percent during the last year. The number seriously injured has reduced by 13 percent and the number of killed has decreased by 16 percent.

Since the introduction of the London congestion charge there has also been an increase in the amount of motorcycle and scooter traffic in the city. During the first year motorcycle kilometres ridden within the congestion zone increased by 6% and the accidents involving motorcycles within the charging zone reduced by 20%.

Craig Carey-Clinch MCI's Director of Public Affairs said, “ Even though the weather has been variable this year, more bikes are being registered as people realise there a plenty of different types of motorcycles and a diversity of things you can use them for. Trail riding, commuting, holidays, touring, long distance over landing, leisure riding or track days are some of the activities riders of all ages, experiences and abilities.

“The latest figures provide further evidence of market consolidation as riders are diversifying their motorcycle choice. The MCI hopes that this signals the start of a positive period for motorcycle sales at a time when government is taking motorcycling more seriously and has launched the National Motorcycle Strategy to help create an environment that enables motorcycling to grow and flourish.”

Greg Sullivan

Seize the Day

I am reading a book called ‘Seize The Day’ and it is essentially 366 Tips for Living – one for each day obviously. The tip for July the 16th hit a particular cord:

“Hello and Goodbye” (a tip from John Spurling, playwright) - Always let the driver hanging on your tail get past as soon as possible. He’s obviously not yet had an accident or even a near miss and so he’s dangerously inexperienced as well as impatient and aggressive. Perhaps this applies to life in general. Impatient, aggressive people tend to lack experience and therefore character, and are not worth spending too much time with.

I wholeheartedly agree!!!

Rhona Charters

A mechanic was removing a cylinder head from the motor of a Harley motorcycle when he spotted a well-known heart surgeon in his shop.

The surgeon was there waiting for the service manager to come take a look at his bike when the mechanic shouted across the garage, "Hey Doc, can I ask you a question.

The surgeon, a bit surprised, walked over to where the mechanic was working on the motorcycle.

The mechanic straightened up, wiped his hands on a rag and asked,

"So Doc, look at this engine. I open its heart, take the valves out, repair any damage, and then put them back in, and when I finish, it works just like a new one. So how come I get such a small salary and you get the really big bucks, when you and I are doing basically the same work?"

The surgeon paused, smiled and leaned over, and whispered to the mechanic.....

"Try doing it with the engine running."

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Cheques for payment at the appropriate rate should be made payable to Gwent Group of Advanced Motorists and be sent to the Group Treasurer, Ron Palmer, 8 Maple Close, Llanmartin, Newport NP18 2ET at least 7 days before the first day of the month of issue.

Small 'For Sale' type ads, from members only, will be accepted free of charge up to a maximum of 30 words. Please send a copy of the wording to the Editor.

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NOTICE TO ASSOCIATE MEMBERS

IF AN OBSERVER HAS NOT CONTACTED YOU WITHIN THREE WEEKS OF JOINING THE GROUP, PLEASE CONTACT THE CHIEF OBSERVER (DETAILS ON PAGES 2 & 4 OF THIS NEWSLETTER).

IN ORDER THAT THE GROUP MEMBERSHIP RECORDS ARE CORRECT AND UP TO DATE, PLEASE

INFORM YOUR OBSERVER OF THE DATE OF YOUR ADVANCED DRIVING TEST AS SOON AS YOU ARE NOTIFIED OF THIS.

WHEN YOU HAVE THE RESULT OF THE TEST, PLEASE INFORM YOUR OBSERVER.

IF YOU HAVE BEEN SUCCESSFUL, PLEASE INFORM THE MEMBERSHIP SECRETARY OF THE MEMBERSHIP NUMBER OF THE IAM WHICH YOU WILL HAVE RECEIVED FROM THE INSTITUTE.