

# GWENT GROUP OF ADVANCED MOTORISTS

REGISTERED CHARITY NUMBER 1067486

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Cut-off date for entries into  
the next Newsletter (No. 150)  
is Sunday 22<sup>nd</sup> January 2006

## **YOUR COMMITTEE** (Car Section)

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## **Committee Members**

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**Betty Williams**

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**David James**

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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 Carol Shergold or look at the schedule on page 11.

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

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## **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.

## YOUR COMMITTEE (Bike Section)

### Chairman

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Members wishing to be on our e-mail mailing list should send their request to [steven.williams5@ntlworld.com](mailto:steven.williams5@ntlworld.com) or call Steve on 07725-328563. Members are contacted when last minute event or special occasions arise.

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

## **From the Chairman**

At the September Committee meeting, as indicated in the last newsletter, Tony Blane informed us that due to family commitments he felt he could no longer continue as Chairman of the group. We are very sorry to lose Tony.

Tony has agreed that when he is able, he will still attend our meetings and help out at future activities. He will also continue to be responsible for the Group Shop. We would like to thank Tony for all his help with the group.

As a group we are only just adjusting to the loss of Mike, Mike worked long hours representing the group and few of us realised how much time he actually contributed. The loss of another long-standing and hard working member is indeed a blow.

Tony and I recently attended the Royal Gwent Cardiology Fund thank you evening representing the group. We hope that the members who kindly gave up their time to act as marshals for the events in the summer will continue to help out in the future.

Carol Shergold

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### **Advanced Driving Lectures**

The Advanced Driving Lectures were held at Edlogan Way Road Safety Centre starting on 26<sup>th</sup> September 2005 and were based over six weeks. Nine members of the public attended.

We had a good response from them at the end of the lectures by saying they enjoyed them and asking how they could further their knowledge of Advanced Driving. This was explained to them and hopefully they will become members of the Gwent Group.

Derrick and I would like to thank Tony Blane, Tom Marshall, Roy Jones and Carol Shergold for giving up their time to come along to the lectures and giving us their support - it was very much appreciated.

Mervyn Thomas

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### **Motorcycle Section AGM – Tuesday 24<sup>th</sup> January 2006**

Held at Road Safety Centre, Edlogan Way, Cwmbran commencing at 7pm

All members are invited to attend.

Please support your group.

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### A Warm Welcome to All New Members

Name	Area	Observer
Iestyn Morgan	Newport	David James
Marjorie Davies	Newport	Mervyn Thomas
John Parry	Magor	Tom Marshall
Terence Watson	Risca	Ray Spencer

### Congratulations on Passing the I.A.M. Test

Name	Area	Observer
Hugh Roberts	--	Roy Jones
Phillip Henshall	--	Mervyn Thomas
Rowan Lloyd Lewis	--	Brendan James
Rosemary Heal	--	Mervyn Thomas
Ian Lewis	--	Brendan James
Owen Rudge	--	Roy Jones
Graham Waren	--	Ray Spencer
Albert Jenkins	--	David James

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### 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](mailto: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](http://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.

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## Events

Month	Day	Destination / Activity
<b>December</b>	<b>Saturday 10<sup>th</sup></b>	<b>Motorcycle Section Christmas Meal</b> The Nags Head, Usk.
	<b>Sunday 11<sup>th</sup></b>	<b>Llandovery - (100 miles)</b> Departure time 10:00am at Edlogan Way Battery run. Another chance to charge those batteries!
<b>January 2006</b>	<b>Sunday 8<sup>th</sup></b>	<b>Hay on Wye - (80 miles)</b> Departure time 10:00am at Edlogan Way The battery run (II). Boost the voltage and enjoy the delights at the local café.
	<b>Tuesday 24<sup>th</sup></b>	<b>Motorcycle Section AGM</b> <b>Edlogan Way – 7pm</b>
	<b>Wednesday 25<sup>th</sup></b>	<b>Presentation</b> An open forum with IAM Examiner Lindsey Williams
<b>February</b>	<b>Sunday 12<sup>th</sup></b>	<b>Weston-Super-Mare - (120 miles)</b> Departure time 10:00am at Edlogan Way Across the estuary to visit this coastal town.
	<b>Wednesday 22<sup>nd</sup></b>	<b>Presentation</b> First Aid by David James
<b>March</b>	<b>Sunday 12<sup>th</sup></b>	<b>Bath - (120 miles)</b> Departure time 10:00am at Edlogan Way Pillions most welcome to enjoy this world heritage site.
	<b>Wednesday 29<sup>th</sup></b>	<b>Presentation</b> A presentation by Alan Dunn on Advanced Riding.

<b>Month</b>	<b>Day</b>	<b>Destination / Activity</b>
<b>April</b>	<b>Sunday 9<sup>th</sup></b>	<b>Broadway - (160 miles)</b> Departure time 10:00am at Edlogan Way Through the Forest of Dean to enjoy lunch at this delightful Wiltshire village. Return via Tewkesbury and Ledbury.
	<b>Wednesday 26<sup>th</sup></b>	<b>Skenfrith - Training Run</b> Liquid refreshments at the Bell Inn.
<b>May</b>	<b>Sunday 14<sup>th</sup></b>	<b>Gaydon - (200 miles)</b> Departure time 9:00am at Edlogan Way Head for the motor museum via some of the most picturesque villages in the Cotswolds / Wiltshire.
	<b>Wednesday 10<sup>th</sup></b>	<b>Slow Riding</b> Sort out the slow speed wobbles with some practice.
	<b>Wednesday 31<sup>st</sup></b>	<b>Porthcawl - Training Run</b> Fish and Chips, the traditional cuisine at Butty Bay.
<b>June</b>	<b>Wednesday 14<sup>th</sup></b>	<b>5 Bridges (IV) - Training Run</b> A bit of everything and always a favourite.
	<b>Sunday 11<sup>th</sup></b>	<b>Cardigan Coast - (200 miles)</b> Departure time 9:00am at Edlogan Way Aberaeron up to Aberystwyth, returning via Devils Bridge and the Elan Valley.
	<b>Wednesday 25<sup>th</sup></b>	<b>Brecon and the reservoirs - Training Run</b> Off to Brecon again but then heading back another way?
<b>July</b>	<b>Sunday 9<sup>th</sup></b>	<b>Lake Vyrnwy - (230 miles)</b> Departure time 9:00am at Edlogan Way Newtown and Welshpool arriving for lunch at this magnificent setting. Return via Wales's highest road pass and Llyn Clywedog.

<b>Month</b>	<b>Day</b>	<b>Destination / Activity</b>
	<b>Wednesday 14<sup>th</sup></b>	<b>BBQ - To be Confirmed</b> Tony Parsons hosts the group at the Anchor Inn in the shadows of Tintern Abbey.
	<b>Wednesday 26<sup>th</sup></b>	<b>Destination TBD - Training Run</b> Details to be added.
<b>August</b>	<b>Wednesday 9<sup>th</sup></b>	<b>Local Peaks - Training Run</b> Superb views all within easy reach.
	<b>Sunday 13<sup>th</sup></b>	<b>Stratford Upon Avon - (200 miles)</b> Departure time 9:00am at Edlogan Way Shakespeare's birthplace in rural Warwickshire.
	<b>Wednesday 30<sup>th</sup></b>	<b>Forest of Dean - Training Run</b> Getting there will be good with Stow Hill to look forward to.
<b>September</b>	<b>Sunday 10<sup>th</sup></b>	<b>Worcester Triangle - (160 miles)</b> Departure time 9:00am at Edlogan Way An excellent route taking in some great roads.
	<b>Wednesday 27<sup>th</sup></b>	<b>Wye Valley - Training Run</b> Why? Roads, scenery, pub, what more could you wish for!
<b>October</b>	<b>Sunday 8<sup>th</sup></b>	<b>Cheddar &amp; Brean Sands - (140 miles)</b> Departure time 10:00am at Edlogan Way Britain's largest gorge and on to Bridgewater bay.
	<b>Wednesday 25<sup>th</sup></b>	<b>Open Forum / Presentation</b> To be confirmed
<b>November</b>	<b>Sunday 12<sup>th</sup></b>	<b>Castle Coombe - (120 miles)</b> Departure time 10:00am at Edlogan Way Arguably the prettiest village in England.
	<b>Wednesday 29<sup>th</sup></b>	<b>Quiz</b> Andy Lamb steps in to run this annual event.

<b>Month</b>	<b>Day</b>	<b>Destination / Activity</b>
<b>December</b>	<b>Sunday 10<sup>th</sup></b>	<b>Llandovery - (100 miles)</b> Departure time 10:00am at Edlogan Way Battery run. Another chance to charge those batteries!
	<b>TBD</b>	<b>Christmas Function</b>

**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 August) 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.

**Polo Shirts and Sweatshirts**

Group Polo Shirts and Sweatshirts which can be personalised can now be obtained through Tony Blane and the shop (contact details on the front inside cover).

The price for the Polo Shirt is £10 and for the Sweatshirt £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.

**Meeting Schedule for 2006**

<b>Month</b>	<b>Day</b>	<b>Meeting</b>
<b>January</b>	Tuesday 10 <sup>th</sup>	Group Committee
	Tuesday 17 <sup>th</sup>	Car Observer
	Tuesday 24 <sup>th</sup>	Bike AGM & Committee
<b>February</b>	Tuesday 14 <sup>th</sup>	Group Committee
	Tuesday 21 <sup>st</sup>	Car Observer
	Tuesday 21 <sup>st</sup>	Bike Observer
<b>March</b>	Tuesday 14 <sup>th</sup>	Group Committee
	Tuesday 21 <sup>st</sup>	Car Observer
	Tuesday 21 <sup>st</sup>	Bike Committee
<b>April</b>	Tuesday 11 <sup>th</sup>	Group Committee
	Tuesday 18 <sup>th</sup>	Car Observer
	Tuesday 18 <sup>th</sup>	Bike Observer
<b>May</b>	Tuesday 9 <sup>th</sup>	Group Committee
	Tuesday 16 <sup>th</sup>	Car Observer
	Tuesday 16 <sup>th</sup>	Bike Committee
<b>June</b>	Tuesday 13 <sup>th</sup>	Group Committee
	Tuesday 20 <sup>th</sup>	Car Observer
	Tuesday 20 <sup>th</sup>	Bike Observer
<b>July</b>	Tuesday 11 <sup>th</sup>	Group Committee
	Tuesday 18 <sup>th</sup>	Car Observer
	Tuesday 18 <sup>th</sup>	Bike Committee
<b>August</b>	Tuesday 8 <sup>th</sup>	Group Committee
	Tuesday 15 <sup>th</sup>	Car Observer
	Tuesday 15 <sup>th</sup>	Bike Observer

<b>September</b>	<b>Tuesday 12<sup>th</sup></b>	<b>Group Committee</b>
	<b>Tuesday 19<sup>th</sup></b>	<b>Car Observer</b>
	<b>Tuesday 19<sup>th</sup></b>	<b>Bike Committee</b>
<b>October</b>	<b>Tuesday 10<sup>th</sup></b>	<b>Group Committee</b>
	<b>Tuesday 17<sup>th</sup></b>	<b>Car Observer</b>
	<b>Tuesday 17<sup>th</sup></b>	<b>Bike Observer</b>
<b>November</b>	<b>Tuesday 14<sup>th</sup></b>	<b>Group Committee</b>
	<b>Tuesday 21<sup>st</sup></b>	<b>Car Observer</b>
	<b>Tuesday 21<sup>st</sup></b>	<b>Bike Committee</b>
<b>December</b>	<b>Tuesday 12<sup>th</sup></b>	<b>Group Committee</b>
	<b>Tuesday 19<sup>th</sup></b>	<b>Car Observer</b>
	<b>Tuesday 19<sup>th</sup></b>	<b>Bike Observer</b>

All meetings commence at 7:00pm

Group Committee meetings and Car Observer meetings are held at the Road Safety Centre, Hartridge Farm Road, Hartridge, off Ringland Way

Bike Committee meetings and Bike Observer meetings are held at the Road Safety Centre, Edlogan Way, Cwmbran

### **Weekend Tour for 2006 – Opinions requested**

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

Possibly over the August Bank Holiday weekend.

Please submit any ideas for a possible destination to a member of the Bike Committee. Details on page 4.

### **Bikesafe National Launch**

As with 2005 it is again being held at Cheltenham Racecourse on Saturday and Sunday 1<sup>st</sup> and 2<sup>nd</sup> April 2006.

## **Message From The Chairman Of The Motorcycle Section.**

As this newsletter will, by my reckoning, be the last of 2005, may I take this opportunity to wish all members of the Gwent Group of Advanced Motorists a very Merry Christmas and a Happy and Prosperous New Year.

Now wearing my Senior Observer and Training Officer hat for a while I would like to make all motorcycle members aware of discussions that have been taking place at your committee's meetings of late.

It has been put forward by a number of people that there has been an insufficient emphasis placed on furthering and developing our riding skills at both the Wednesday evening meetings and also the Sunday rideouts.

It has been felt that each of these rides has been used solely for the purpose of enjoyment and no briefing/debriefing or observation comments have been sought or given.

It has therefore been agreed that in future all rides will be used to address this situation. Whatever the nature of the ride it will be for the purpose of raising the standards of all our riding.

There will be the opportunity for associates to be observed by their observers, members to be observed by observers, observers to be observed by the Senior Observers, and the Senior Observers to be observed by everyone present.

It will also be possible for second opinions to be sought and given on any subject relevant to the situation.

In essence every ride will be a training ride where the system will be strictly adhered to and no-one will be able to 'get away with' anything because there will always be someone there to see the mistake, and that person will be encouraged to make comment to the person making the mistake irrespective of who or at what level that person is supposed to be.

The sole purpose of this approach to rideouts is to further raise standards and I hope that everyone concerned will embrace this approach as the way forward for us all.

With thanks for your previous support and the hope of continued support for the future,

Best Wishes

Andy Lamb

**Rideout Report: Llangorse 14<sup>th</sup> Sept 2005**

<b><u>Rider</u></b>	<b><u>Bike</u></b>	
Lee Clark .....	Honda VFR Vtec 800	(Ride Leader)
Greg Sullivan .....	Triumph Sprint ST	
Carl Knight.....	Honda Blackbird	
Tim Frenzel.....	BMW K100RS	
Paul Morgan .....	Kawasaki 636	
Jonathan Rogers .....	Kawasaki 636	
Lee Owen .....	Yamaha R1	
Carl Knight.....	Honda Blackbird	
Andy Lamb .....	Honda Pan European	
Peter Skelton .....	Yamaha Fazer 600	
Paul Richards & Karen .....	Yamaha XJR 1300	
Dave Williams.....	Honda Deauville	(Tail End)

With all the thoughts of not having any petrol (due to the panic buying) now far behind us we set off from Edlogan Way into the blinding sun set towards Abergavenny. Branching off left towards Llanelen onto the B4269 which leads into the outskirts of Abergavenny. It was decided to take the main A40 towards Crickhowell due to the road works and speed restrictions on the Heads of the Valleys Road.

We regrouped at Crickhowell just before heading back over the River Usk onto the B558 to Llangynidr, regrouping here after splitting up at the traffic lights on the bridge. We swiftly progressed in the dark towards Bwlch (where Andy Lamb and Peter Skelton departed the group to head home for their late evening meals).

Once we arrived in Llangorse (B4560) I set about deciding which of the two public houses would be suitable for the amount of bikes in the group and the appropriateness of the pub for us well mannered beings.

We quickly moved on to the next village.....!

Once we arrived in Talgarth I thought that the local Spar would be giving a warm welcome. This option proved to be full of parked cars.

With warm tyres, and knowing the road from Talgarth to the Nant Y Ffin Cider Mill worked better with warmer tyres, I decided that it would be better for all in the group not to stop, and to make progress onto the Farmers Arms in Cwmdru - a fantastic little pub/restaurant that we always seem to ride past. Stopping here for light refreshments and the rare chance to talk and meet new associates and members of the group who we haven't seen for a while, proved to be a rather good social evening.

From here people departed and headed off in smaller groups and as individuals heading home into the darkness.

Only one more evening ride left this year – make sure you are there!!

Thanks to all those who attended.

Lee Clark

### Rideout Report: Cheddar & Brean Sands

**Date:** 9<sup>th</sup> Oct 2005.  
**Distance:** 160mls

**Duration:** 10:00hrs –16:00hrs  
**Conditions:** Fresh and dry

<u>Rider</u>	<u>Bike</u>	
Greg Sullivan.....	Triumph Sprint ST	(Ride Leader)
Lee Clark.....	Honda VFR Vtec	(Tail End)
Courtney Purnell.....	Triumph Sprint ST	
John Probert.....	Yamaha Fazer 600	
Carl Knight.....	Honda Blackbird	
Paul Morgan.....	Kawasaki ZX6R	
Paul Stocking.....	Honda Deauville	

Seven riders met at RSC Edlogan Way congregating in the far corner to stay out of the way of Biketrain Wales conducting their CBT's, with temperatures being unusually high for this time of year the cold morning reminded us that autumn is well and truly here.

Whilst many regulars were missing, there were however three attending their first Sunday Rideout and hopefully they benefited from the experience and enjoyed it enough to make use of our events that run throughout the entire year, every second Sunday of the month.

With the formalities out of the way, "ride for yourself, be in control of your machine at all times" blah, blah, blah, we were on our way down Trehafod lane, past Cwrt Bleddyn and onto **Usk**. Passing through the village centre the drop-off system ensured that all riders turned onto the B4235 for **Chepstow** as to miss the marker would result in filtering onto the A449 dual-carriageway.

A short stop to regroup opposite Chepstow Racecourse and we continued on the A466 through **Tintern** and into the **Wye Valley**.

The usual traffic lights over the narrow bridge were not in operation and with a policeman fiddling with the controls if they weren't broken then, they probably are now! Waved through, taking it very cautiously we passed the queue of traffic waiting to cross from the other side and turned right for **Coleford**.

Following the B roads through the **Forest of Dean** we reached the A4136 turning right through **Mitcheldean** and down onto the A40 junction for Ross/Gloucester.

A quick right/left took us onto the B4224 for **Newent** along a good stretch through **Dymock** and into **Ledbury** continuing on the A449 to our first stop at **Malvern Hills**.

Parking was difficult as usual, particularly when we don't want to pay, but I suppose it's an easy mistake to make when the "No Parking" paintwork is covered by so many bikes parked on it!

So after travelling 80 miles for almost two hours on a cold autumn morning what is the first thing you need to do? After the group toilet visit we relaxed with a warm drink (each) for 30 mins.

Away again down the B4232 and then an array of unnamed roads through **Mathon** and **Cradley**. The articulated hedge trimmers added to the usual agricultural debris which meant some hazardous patches were negotiated successfully but without complaint of course after all what should we expect in a rural area? Left at the junction onto the A4103 for **Hereford**, a smooth open road begging to be enjoyed past the scene of an accident where a car driver had possibly tried too hard to enjoy it.

Negotiating **Hereford** proved difficult probably due to the Christmas warm-up but we regrouped on the A465 where John bade us farewell and the remaining six headed for **Hay-on -Wye**.

The B roads in the **not so Golden Valley** had a temporary road sign warning of, "ditching in progress." After passing through I can only assume that means digging ditches in the fields and throwing the muck over the hedge onto the road.

Arriving in **Hay** I organised the now obligatory group slow speed u-turn (who needs Satnav) and we utilised every available space to park and relax at our usual café.

The final push took us to **Talgarth** where we broke with the unofficial Gwent Group tradition and headed on the B4560 for **Llangors** and on to **Bwlch**. Regrouping at the junction I selfishly (ha) took the opportunity to join the A40 before a convoy prevented the rest of the group but at least they had the chance to practice the overtake procedure.

Through **Bwlch** and descending with one of my favourite views ahead spoilt only be the lone rider that passed everybody (including a few cars) going into a right-hander which I'm sad to say is all too often the case on this road on a Sunday afternoon.

Nearing **Abergavenny** whilst passing the old army camp a small hatch back approaching in the opposite direction got in on the act by straddling a dedicated right turn area to pass a line of traffic, forcing me across from the see and be seen position. Hmmmmmmmm, so it's not just motorcyclists (some allegedly) that cause concern on this road.

Arriving in **Abergavenny** the bus station was packed but it was now 4pm and after travelling 160 miles a third cuppa was needed and worth the wait. An enjoyable ride along many new roads, thanks to Lee Clark for volunteering to Tail the group without incident.

You may wonder what happened to Cheddar Gorge and Brean Sands. Well an executive decision was made based on who was available, and as I ended up leading the ride believe me if we had gone to Cheddar there would have been more than just the one u-turn. So familiar destinations in **Malvern Hills** and **Hay-on-Wye** were reached by not so familiar roads and I for one intend going that way again some day.

**Greg Sullivan**

## IAM News Articles

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### **‘Golden Gear-Changers’ say Refresher Courses would Boost their Ability to Avoid Road Accidents**

Issued: 15 November 2005

Older drivers believe voluntary driving refreshers could help renew their abilities to tackle potentially dangerous situations on the road, according to a new survey for the IAM (Institute of Advanced Motorists).

More than seven out of ten older drivers would like refresher courses to include a brush-up on driving on busy motorways. And more than six out of ten mature motorists would value tips on driving on unlit roads at night, and on negotiating junctions.

Support for the opportunity to renew motoring skills is revealed in a survey of 1,000 drivers aged over 50 from across England, Wales, Scotland and Northern Ireland, carried out for IAM, the UK’s leading organisation dedicated to improving driving standards.

Although many feel safer about their own driving than they used to, they feel less safe about other drivers. Many would welcome the opportunity to take a voluntary driving session which would refresh their confidence to deal with situations where judgements about speed, distance and reaction times are vital to safety.

The number of drivers aged over 70 is expected to more than double to four and a half million over the next decade, according to government figures<sup>1</sup>. In any road collision, older people are more likely to suffer death or serious injury because of their age, posing a threat to the Government’s targets for reducing road casualties. People aged over 60 already form about 20% of the driving population, yet they make up more than 25% of traffic fatalities.

Christopher Bullock, IAM Chief Executive, said:

“The baby boomers of the mid-20<sup>th</sup> century are about to become the golden gear-changers of the early 21<sup>st</sup> century. Many older people know that their reactions have slowed and adjust their driving to cater for this. They want to retain their

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<sup>1</sup> According to Older drivers: a literature review (No.25), DfT :-

- More than two million people in the UK aged 70+ have a current driving licence. The number is expected to more than double to four and a half million by 2015.
- The number of fatal accidents involving elderly drivers is expected to increase.
- Accidents involving older drivers are more likely to involve multiple vehicles and more serious injuries.
- An elderly person’s chance of being killed or seriously injured in a road accident is two to five times greater than for a younger person, because of increased frailty.

licence because they value the independence afforded by the car. Voluntary refresher sessions could help more mature motorists stay on the road.”

A third of older drivers interviewed say their driving has changed a fair amount or a lot as they have aged, according to the survey. Leaving more space between vehicles, driving more slowly, and taking more care at junctions are the most common changes.

Research has shown that older drivers' road accidents are generally due to an inability to handle large amounts of traffic information at the same time as keeping control of a complex machine. Accidents typically occur at junctions when turning right or through failing to give way.

Gordon Lishman, Director-General of Age Concern England, said:

“Road safety is of paramount importance and someone's fitness to drive should be based on their skill, not their birth certificate. Some drivers are excellent at 70 while others can be poor at 30. The enthusiasm of older drivers to take these refresher courses shows how seriously they take road safety.”

Changes in eyesight, ease of physical movement, the awareness of hazards, reaction times, hearing, and the use of medication can all affect driving abilities. The rate of physical or psychological ageing varies widely and how long people can continue to drive is related to state of health, not directly to age.

IAM and Age Concern today launched a new leaflet 'Staying Focused on Road Safety' which offers older drivers ten tips on making driving easier, safer and less tiring. It will be distributed via Age Concern offices and posted on IAM's website [www.iam.org.uk](http://www.iam.org.uk). Refresher courses will be available from IAM from early next year.

Older drivers and IAM examiners are available to demonstrate refresher sessions, and for interviews.



The worst time to smash your car into the back of someone

## **Mobile Display Unit (M.D.U.)**

### **Previous Event**

Through the kind invitation of the Pontir British Motorcycle Club, the Mobile display Unit attended the 26<sup>th</sup> Annual Classis Motorcycle Show on Saturday 1<sup>st</sup> October 2005 at Caerleon. Both days were quite successful with enquiries from the Motorcyclists who attended the event on how they could become Advanced Motorcyclists, Steve Williams and Greg Sullivan were on hand to advise the Motorcyclists on how they could join the Advanced Motorcyclists. Thank you very much indeed Steve and Greg for all your help, also thank you Derrick for being able to tow the M.D.U. with your vehicle to its venue.

### **Future Events**

As I did not have any response from my pleas in the last newsletter, I am pleading once again for more help with the Mobile Display Unit in as much as helping man it when it is at different locations, and helping to tow it to different venues, I am sorry to say if we not get more help the M.D.U. will not be able to attend many events in the forthcoming year.

Mervyn Thomas  
M.D.U. Coordinator

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### **Members' comments**

#### **A big thank you!!!**

I just thought I would drop an email to thank Gwent IAM for their support in me passing my IAM test. I passed this year under the instruction of the late Mike Lahert.

Today I have gone to sort out insurance quotes for my insurance that expires in 2 weeks time. Unfortunately, not many insurers actually recognize IAM, but AA do! My premium dropped from £352.59 to £293.61 (that's £58.98) just because I gave them my IAM membership number! My renewal quote with Endsleigh, who don't recognize IAM membership was £377.29, the only other quote anywhere near was Directline at £352.80, but they too don't give a discount for IAM membership! I have also saved money on my AA breakdown cover renewal thanks to my IAM membership!

I have been wise with my insurance because I have been insured in my own name since my 17th birthday (when the premium cost £1500 with Tesco), I have slowly acquired my no claims discount and can this year protect it for the first time as I have 4 years. Last years premium was £520 with Endsleigh. I can only recommend that any other 17 year old drivers make the investment of getting their

insurance put under their own name rather than a parents, because that is how NCB discount is earned, as well as it being better due to the legalities of using a car as your own when a parent is insured as the main driver!

Please feel free to share this message with anyone, because its important that people see the value of IAM membership, and of shopping around, many people don't shop around for their insurance and end up paying more than they need to!

So thank you for the skill I have learnt, and for the massive amount of money that I have saved as a 21 year old driver this year, and for the money I hope to save in forthcoming years!

Many thanks

Gareth Tanswell (IAM Gwent)

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## **RIDERS REMINDED TO 'BE SEEN' AS DAYS GET SHORTER**

Issue Date: 21st October 2005

The Motorcycle Industry Association (MCI) is urging riders to follow basic riding advice as the weather changes and darker days create more hazardous driving conditions.

Government statistics show on an average weekday around half of all collisions with motorcycles happen during the morning and evening peak traffic periods when the light is poor. As the winter approaches and it gets dark earlier and the weather deteriorates the risk of accidents is increased.

Studies and surveys also reveal that in motorcycle accidents in urban areas around two-thirds of motorcycle accidents other road users, usually car drivers, were involved. In rural areas about half of accidents involve another vehicle.

In the autumn and winter, adverse weather such as rain, snow and ice create problems as riders are forced to go slower or use more space for turning. The weather is also very changeable and unpredictable. In the darker mornings and evenings it is more difficult to see riders among the glare of headlights and low winter sun can also be hazardous

Research has found that riders who are more conspicuous are less likely to be involved in an accident and for example a study carried out in New Zealand found riders who had headlights on in the day were 27% less likely to be involved in an accident<sup>2</sup>.

Craig Carey-Clinch Director of Public Affairs said, "Two-thirds of motorcycle accidents in urban areas involve another vehicle and as winter approaches it is essential that all road users act responsibly and follow simple safety advice that could save a life.

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<sup>2</sup> *'Motorcycle Rider Conspicuity and Crash Related Injury' : Case-control study by Wells et al, University of Auckland 2004.*

“Wearing the correct kit is an easy way for riders to be less vulnerable on the roads. As more than half of accidents are caused by drivers who suffer from the ‘Sorry Mate I Didn’t See You There’ syndrome it is down to riders to be more aware on the roads and take precautionary steps to reduce the risk of an accident.”

The MCI advises riders to follow these tips help reduce motorcycle accidents:

- Turn your lights on before it is fully dark – check lights weekly
- Reduce speed in adverse weather conditions - fog, rain and ice
- Wear the correct kit to make you more visible and keep your visor clean
- Carry water proofs in case of rain
- Keep warm and wear layers - a cold body will not react as quickly
- Check tyres - ensure they are at correct pressure
- Don’t assume that car drivers have seen you

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### WORST DAY

A leading insurance company has identified Wednesday before Christmas week as being the most dangerous day of the year on the roads.

Last year there were 250 claims made on that particular day compared to an average of 145 per day for the rest of December and just one per day during most of January making a total of over 4,500 for December.

Hordes of motorists head for last minute festive shopping and also to the start of the Christmas parties which makes this day far more dangerous than Christmas Eve or New Years Eve.

A survey carried out by the insurer revealed motorists admit to being more likely to drive with excess speed and/or with excess alcohol during the run up to Christmas.

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Half Page	7.50	12.00	16.50	21.00	25.50	30.00
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Full Page	12.50	20.00	27.50	34.00	42.50	50.00
Cost per Issue	12.50	10.00	9.17	8.75	8.50	8.33

Advertisers should send a copy of the required advert, indicating whether full or half page is required, to the Editor. A printout of the advert as it will appear will be supplied to the advertiser with a request for payment.

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.