

Mid Wales Matters

Newsletter 3 Mid-Wales Advanced Motorists

A Good Launch

Our launch meeting was held as planned and it was considered by most to have been a promising start to our future. The chilly, but dry weather was far better than the snow earlier in the week had suggested.

I was pleased to see that motorcycle groups from North Wales and Redditch had made efforts to support us. Our thanks also extend to members of the Hereford Group in assisted with ob-

served drives. We were also ably tended on the domestic front by four wives of committee members who gallantly served hot drinks and biscuits to our guests.

Thank-you ladies, you know who you are.

Chairman's Address

I am very happy to say that slowly, but surely, things are progressing and membership is on the increase since our successful launch

We intend to make this newsletter a forum for tips, hints, anecdotes and comment from our membership. It is your voice to each other as much as it is to inform you of what the group is doing. How good (or otherwise) it becomes is up to everyone who receives a copy. Back to you!

meeting in March. Our observers meet regularly for training sessions, and we are about to begin our first associate training.

All this is due to the hard work of your officers and committee who meet on a regular basis. If there are any members who feel they can offer their services in any way, i.e. to train as observers, or serve on the committee, you will be warmly welcomed.

If there is sufficient interest we would like to arrange some social events in the future.

Any ideas or suggestions, please to the Committee.

Thanks, *Norman Wood*

Observers Meetings

We recently held an afternoon session for observers which gave some of us who are out of practice, the chance to iron out bad habits. I was told that I still

drive like a police officer. I'm not sure whether that was a compliment or not!

One thing which did happen was that as we all graduated through different routes, (Police, D of T and IAM) there was divided opinion on how to deal with hatch-markings on the road surface. This was mainly because the advice in the Highway Code was not precisely worded.

We put the question to Trevor Poxon, Assistant Chief Examiner of IAM, and he said:

1. Hatch Markings (bordered by broken white line markings). Instructions to examiners are that if an overtaking manoeuvre is carried out (SAFELY, DOWNSIDE AND BEYOND THE HAZARD) and hatch markings are encroached upon in the process, then accept it. In this context I would accept hatch marking encroachment as a necessary part

of the overtaking manoeuvre (PROVIDED IT IS SAFE).

2. The primary reasons for hatch marking in the road junction scenario you describe is to separate opposing traffic flows and more importantly to protect vehicles waiting to turn right.

If the hatch markings are bordered by continuous white line markings, then it is NOT permissible to enter the hatch markings, before the lane opens up, except in an emergency.

If the hatch markings are bordered by broken white line markings and traffic flow speed is such that to wait for the lane to open up would be both impractical and potentially dangerous, then it is permissible and good driving practice to enter the hatch markings to facilitate the free flow of traffic on the nearside. An examiner would expect this on test.

So, there you have it.

Committee Vacancy

We have a committee vacancy for a volunteer to be 'Events & Publicity' Secretary/Organiser.

The title very much explains the job which is to plan and or run a series of events and publicise the Group.

If you are this way talented or minded, give Geoff Smith a call.

Too Higher Gear?

We aired this topic a bit last time. Space does not allow room for the full content of the response but, as expected, opinions varied.

In truth, we must go back to basics and leave the decision to the driver.

Check speed, and use appropriate gear for the speed and conditions should do it.



Your committee officers or Who does what?

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