



MID WALES MATTERS

Newsletter of Mid Wales Advanced Motorists

Registered charity 1109844

Group 3247

Affiliated to the Institute of Advanced Motorists

Volume 12, Issue 2



ALSO INSIDE!



Chair of MWAM Stands Down



Francis Torrens

Francis volunteered to become Vice-Chairman at our AGM on 11th March 2006. Little did he realize then that some 21 days later our then Chairman resigned so he took over the role as our new Chairman. As I am sure you will all be aware he will have served diligently in this position for the last 9 years. Due to his deteriorating health he has, with great regret, decided not to stand for re-election as Chairman for a 10th year. He was unable to Chair some of our recent committee meetings and was also unable to attend this year's AGM. Consequently he has taken the difficult choice to allow others the opportunity to contribute to the future of MWAM. We owe Francis a great debt of gratitude for his contribution to MWAM as our Chairman and wish him well for the future.



Mid Wales Advanced Motorists Pay a visit ! Like us, leave a comment.



Editor Bill Smith

bill-iam@outlook.com



07510 818832

Contents

• MWAM Group AGM	3
• Tina Whitmore Obituary	3
• AGM Photo Round Up	4
• The Law	5
• Mission Motor Sport	6
• Support Mission Motor Sport	7
• Realise Opportunity	8
• Readers Write	9
• Reds Over Welshpool	10
• Have to Laugh!	10
• Mutterings.	11
• Course Dates	11



20 June 2015 (page 6)



Your Group Contact

Secretary: Geoff Smith, Heddfan, Cortray Park, Llanyre, Llandrindod Wells LD1 6DT

Home; 01597 823442

Mob:07831 767106

eMail: geoff.smith@gcs104.plus.com

ANNUAL GENERAL MEETING 2015

The 11th Annual General Meeting of Mid Wales Advanced Motorists was held on Saturday 14th March 2015 at The Bracken Trust, Llandrindod Wells. This was attended by Group and Committee Members and associates. Our guest from the IAM was Dave Shenton, Head of Field Operations.

Unfortunately Francis Torrens, our Chairman, was unable to attend due to illness. It was with great regret that he has decided that he will not be able to offer himself for re-election as our Chairman at this AGM as he intended. Our Vice Chairman, Mandy Giordano, conducted the AGM.

The Secretary, Geoff Smith, paid tribute to Francis's unstinting service as our Chairman over the last nine years and thanked him sincerely for his dedication to the group. He outlined the achievements and disappointments of the last year and the challenges for the future. The Secretary then reported on the success of our Associates and Observers. He also commended the Group Newsletter, Mid Wales Matters and the new Web Site to members.

The audited Group Accounts for 2014 prepared by Nigel Godman and audited by Mike Price, were approved and elections were held for our Officers, Chairman, Vice Chairman, Secretary and Treasurer together with those for new committee members.

Those Officers appointed to serve for 2015 are:

Chairman: Mandy Giordano

Vice Chairman: Nigel Godman

Secretary: Geoff Smith

Treasurer: Mike Price,

In accordance with group rules one third of our committee stands down each year. This year Humphrey Morgan and Bill Smith stood down and were re-elected to serve on our committee for another three years.

We had received one committee nomination for Martin Wiltshire prior to the AGM and he was duly elected to serve for three years. Paul Wilson also offered himself to re-join our committee and he was also elected for three years. We still have one committee vacancy and any member who would like to become involved with the running of the group should contact Geoff Smith the Group Secretary for further

**Christina Whitmore [Tina]
1948 - 2015**



Tina joined MWAM in 2010 when she transferred as an associate from the Worcester & Hereford Motorcycle Group to complete her Skill for Life course. She became a full IAM member after passing her test in October 2010. She trained with Dave Tompsett and subsequently became our first female Qualified Motorcycle Observer a year later in September 2011. Following this she has successfully guided several motorcyclists to IAM membership and regularly rode out with the group. She will be sadly missed by all those who knew her.

AGM PHOTO ROUND UP



Francis Torrens Retires as Chairman MWAM



Mandy Giordano (Appointed Chairman)
Geoff Smith Group Secretary



Some of the Members at AGM



Dave Shenton. IAM Head of Field Operations

(See page 8)



Time for buffet!



THE LAW !

Changes to the drug driving law

Drug drive law has changed to make it easier for the police to detect and prosecute drug drivers.

A new offence of driving with certain controlled drugs above specified limits came into force on 2 March 2015. The new rules mean it will be an offence to be over the specified limits for each drug whilst driving, as it is with drink driving.

The new offence will work alongside the existing offence of driving whilst impaired through drink or drugs. Drugs covered by the new rules include cannabis, cocaine, ecstasy and ketamine.

The limits for illegal drugs will be extremely low – one smoke of cannabis will put you over the limit.

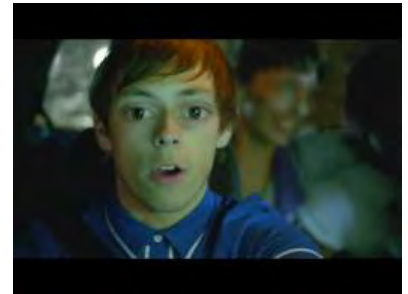
The consequences

The penalties for drug driving are the same as for drink driving. If you are convicted you will receive:

- A minimum 12-month driving ban
- A criminal record
- A fine of up to £5000 or up to 6 months in prison or both

The consequences of a drug drive conviction are far reaching and can include:

- Job loss
- Loss of independence
- The shame of having a criminal record
- Increase in car insurance costs
- Trouble getting in to countries like the USA



The eyes - the give away!



Copy and paste the link below into address bar at top of screen to view video of test.

<http://think.direct.gov.uk/drug-driving.html>

Mobile phones

Using ANY mobile phone when driving is dangerous

The facts

- Studies show that drivers using a hands-free or handheld mobile phone are slower at recognising and reacting to hazards.
- Even careful drivers can be distracted by a call or text – and a split-second lapse in concentration could result in a crash.

The law

- It's illegal to use a handheld mobile when driving.
- This includes using your mobile phone to follow a map, read a text or check social media. This applies **even if you're stopped at traffic lights or queuing in traffic.**

- You can only use a handheld phone if you are safely parked or need to call 999 or 112 in an emergency and it's unsafe or impractical to stop.
- If you're caught using a handheld phone while driving, you'll get 3 penalty points on your licence and a fine of £100. Points on your licence will result in higher insurance costs.
- If you get just 6 points in the **first two years after passing** your test, you will lose your licence.
- You may use a hands-free phone while driving but you **can still be prosecuted** if you're not in proper control of your vehicle. The penalties are same as being caught using a handheld phone.
- The penalties for driving carelessly or dangerously when using a handheld or hands-free phone can include disqualification, a large fine and up to two years imprisonment.

MISSION MOTORSPORT

RACE | RETRAIN | RECOVER

The Forces' Motorsport Charity

Registered Charity No. 1148158

Race, retrain, recover is the basic premise behind Mission Motorsport.

From the smallest of beginnings when two ex service motor sports enthusiasts realised the benefits, participation in the sport has grown into a professional organisation dedicated to aid in the recovery and rehabilitation of service personnel injured or harmed during military service.

Initially through motor sport but now encompassing such as power boat driving, the organisation, (which is a formal part of the official rehabilitation grouping), provides retraining in a variety of functions and skills and through this, rehabilitation and employment opportunities.

A large number of motor manufacturers and organisations provide support for the organisations activities not least of which was the Mazda car company who provided the first motor sport vehicles by selling seven Mazda MX5's for the sum of £1.00 each!

As Mission Motorsport say, "The preparation, development, coaching and teamwork involved in competing is a hugely cathartic experience. By engaging in sprints, hill climbs, track racing, offshore powerboating and rallying we engender a real team ethos. It is about much more than just the driving; car and boat preparation, logistics, support and race management all present challenges to be overcome.

This can greatly help in the rebuilding of an individual's confidence and provides emotional as well as practical support, and we are chock full of examples of where that is exactly the case – where participation in motorsport is changing lives for the better. This year we are sprinting, hillclimbing, as well as entering works teams in major international endurance events, not to mention providing pit crew to the likes of Derek Bell MBE, racing at the Le Mans Classic."



SUPPORTED BY
**HELP for
HEROES**



SUPPORT!
MISSION 
MOTORSPORT
 RACE | RETRAIN | RECOVER
 The Forces' Motorsport Charity
Registered Charity No. 1148154



The Anglesey Motorsport event was an eight hour endurance race held on Remembrance Sunday 2014. A similar event is planned for 2015 and for those who saw the TV programme about the race will recall, the race stops at 11 am as everybody then takes part in the Remembrance Sunday Service before resuming and continuing to the finish.

Readers will no doubt recall my suggestion of an organised 'drive out' of some while ago. Whilst that received a mixed response there were nevertheless some members who indicated a willingness to consider the idea. With that in mind the thought occurred to me that a 'drive out' to Anglesey to the November 2015 event might be the way forward for a group drive out and at the same time show support for the work of Mission Motorsport.

However, the time and distance to Anglesey is considerable and having looked at the other nearer events organised for 2015, I found that Mission Motorsport are competing with a Lotus Elise sports car in the Lotus Cup UK at Oulton Park, Cheshire (CW6 9BW) on 20 June 2015. So, if any members would be interested in a 'drive out' to Oulton Park please let me know by email: bill-iam@outlook.com or by mobile on 07510 818832 and depending on the result I will look to arranging the event. Who knows, why not a 'ride out' motor cycle escort as well ! (Dave ?)

For your information Llanfair Caereinion is 61 miles, Newtown 68 miles, Llandrindod Wells 93 miles, Aberystwyth 102 miles and Brecon 112 miles from Oulton Park.

Please let me know by 31 May 2015 if interested in attending.





“They’re dangerous. No, you can’t have one, you’ll be killed” That was my parents reply to any talk of me having a motorbike in my youth and it is still the same from my wife if such aspirations arise today!

So one way or the other I have been socialised into that view and it was with some surprise that I heard at our recent AGM that contrary views to that are now becoming more prevalent. Dave Shenton, IAM Head of Field Operations, addressed the meeting with some general updates and in doing so entered into discussion with our bike enthusiasts and elaborated on the progress of the project ‘Realising the Motor Cycle Opportunity’.

Basically, this is a collaborative project between the Association of Chief Police Officers, the Motor Cycle Industry, Department for Transport and a number of Road Safety organisations prominent in which is the IAM. Together has been produced a “Framework for discussion with a view to implementing a fresh approach to achieve motorcycle casualty reduction through a range of established safety techniques, coupled with full inclusion of motorcycles and scooters within government and local authority transport policy and practice” where greater use of motorcycles on UK roads should improve road safety overall.

Rider safety has improved since 2000 but motorcyclists are still over-represented in road fatality statistics (1 per cent of traffic, 19 per cent of fatalities).

The police and motor cycle industry agree that current road safety policies need change in order to deliver improved motorcycle safety and that encouraging greater use of motorcycles would in fact lead to reductions in casualties.

The framework calls for motorcycles to be included in mainstream transport policy and sets out a number of objectives and practical recommendations as to how this might be achieved.

“It suggests that two-wheeled transport offers an antidote to congestion. A Belgian study, which modelled a shift from cars to motorcycles on one of the most congested roads in Europe, found that when 10 per cent of car drivers swapped to a powered two-wheeler, congestion was reduced for all road users by 40 per cent. When 25 per cent of drivers swapped to motor bikes, congestion was eliminated.”

The increased use of bicycles means that some users will move over to motorcycles thus giving the opportunity to address road safety issues faced by all vulnerable road users in an holistic more cost effective way.

A need for increased education for all road users is identified and a change to a one theory test instead of the current separate car and motor cycles ones is called for together with compulsory road user awareness lessons in schools and post-test training for all vehicle types.

Going back to my original thoughts the framework calls for the overall transport strategy to encourage all two-wheeled transport, to stop excluding motorcycles and to include motorcycle use as a core part along with walking, cycling and public transport.

It also proposes nationwide use of the BikeSafe voluntary assessment programme and greater use of the RIDE scheme, which is a course for motorcyclists displaying anti-social behaviour.

READERS WRITE!



The renowned Brough Superior motor cycle was featured in our last newsletter.

This stirred childhood memories in group member Ann Jones who searched through family photographs and has kindly agreed to share these family photos from days gone by.

Pictured left is the family transport of a Brough Superior motor cycle side car combination with Ann's mother, Dot looking reasonably well protected with a substantial 'bull bar' to fend off danger.



Ann's father was obviously a man of talent and able to turn his hand to wood and metal work. Evidence of this is shown above in the homemade plywood sidecar which did stalwart work as family transport.



1951, Ann, her mother and friend with the sidecar. By now the motor cycle was a 1000cc Ariel which judging by the load, would be worked hard! (Don't think they would travel far loaded like that, these days before an 'ello ' ello! What have we here?)



Ann Jones with a more conventional combo!

Editors Note.

Do you have motoring memories or photos that you could share through **MID WALES MATTERS**? Or perhaps you have something more exotic or different or even something bang up to date but special to you - a Lamborgini perhaps!

To be a paid up member of IAM must mean we are all motoring enthusiasts so why not share that enthusiasm by contributing your views or photos to the news letter? Please see Contents page for contact details or email them to me at bill-iam@outlook.com. I look forward to creating a column or two for your contribution.

'REDS OVER WELSHPOOL'

I received the self explanatory letter below from David Walker in March this year. Readers will recall that in June 2014 our group had a publicity stand at Welshpool Air Show. In view of that involvement and the role of Welshpool Air Port in the support of the Welsh Air Ambulance service, I thought that inclusion in our newsletter may be of interest to members.

DAVID WALKER
ARTIST ~ ILLUSTRATOR ~ DESIGN



Merryfields ~ Dovaston ~ Kinnerley ~ Oswestry ~ SY10 8DP.
Tel/Fax ~ 01691 682169
www.david-walker.org.uk
david@david-walker.org.uk

5th March, 2015


Dear Sir/Madam,

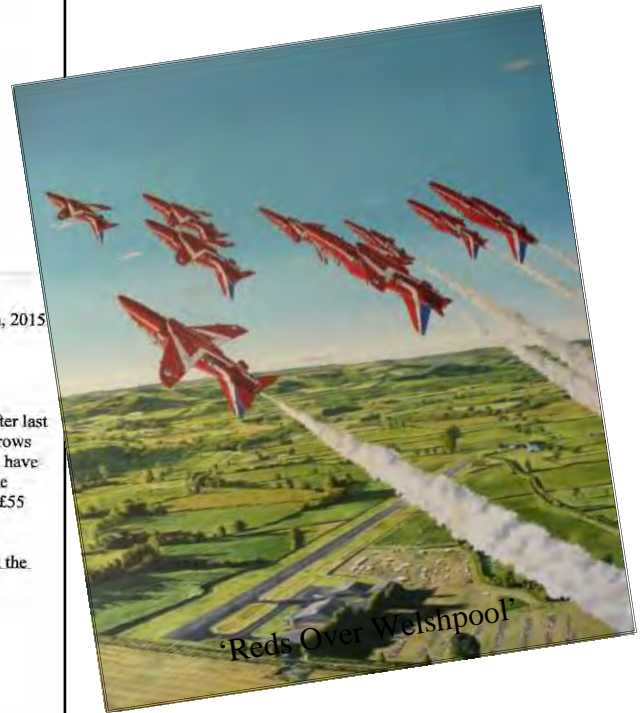
As one of the sponsors of the Welshpool Air Show, I wanted to share this information with you. After last years show I was approached by David Jones, Bob Jones's son to produce a painting of the Red Arrows over Welshpool Airport. The attached leaflet gives details of that Image and the subsequent Prints I have produced from the Painting. I am donating an amount for every Print sold to the Air Show fund. The Prints are available in two formats, a Print and Canvas Print. The Print is £35 and the Canvas Print £55 plus £7 P&P. The image size is 17" x 14" with white border. All Prints are individually signed.


If this might interest you or any of your colleagues please don't hesitate to contact me. I plan to add the Print details to my website in the near future.

Thank you for your time and if you have questions please don't hesitate to contact me.

Kind Regards,


David Walker.



 Dominican Republic	 Ecuador
Although the Dominican Republic does have an official driving test, it's rarely taken. Unsurprisingly, the country was declared the most dangerous country for drivers in 2013.	Ecuadorians must declare their blood type when applying for a licence.
 Finland	 France
The standard car licence also gives Finnish people permission to drive tractors and motorized sleighs.	There are a limited number of driving tests scheduled each year in France, and you must apply through an official driving school.

YOU HAVE TO LAUGH!

Copy and paste the link below into your internet browser window to enjoy more chuckles from the Barrington Freight blog 'Driving Tests around the World'

<http://www.barringtonfreight.co.uk/blog/driving-tests-around-world/>

MUTTERINGS!



MOTOR INSURANCE ? !!!!

Not exactly an IAM topic perhaps, but if you use a sit on mower, drive a golf buggy or use a mobility scooter, then your motoring costs are set to rise!

This is because owners of such machines may have to take out motor insurance under a new EU directive which follows a ruling from the European Court of Justice that an accident involving a tractor trailer on private land should have been covered by compulsory insurance.

Cover must now be obtained for 'any motor vehicle intended for travel on land and propelled by mechanical power' which I would surmise includes electrical power as well.

The ruling comes following a European legal case involving a Slovenian, Damijan Vnuk who was hurt after falling from a ladder when it was hit by a reversing tractor trailer.

Because it involved a vehicle being used as an 'agricultural machine' and took place on private property, motor insurers refused to cover the claim. In September 2014 The European Court of Justice ruled the accident should have been covered by compulsory vehicle insurance thus the EU directive.

Apparently your house insurance may cover you for use of a sit on mower on your property but best check on that. I am a grandparent, lucky enough to have a large lawn (?) on which visiting grandchildren ride bikes and until recently, an electric quadbike which I was pondering on replacing with a petrol powered one. Which in the light of the EU ruling makes me pause to wonder about



CHILDREN'S AS WELL?

If there are any 'legal beavers' out there who can provide any further clarification please let me know. Ed.



Associate Course Dates 2015

 Denotes Car Course  Denotes Motorcycle Course

Course	Start Date	Day	Times	Location
 15/1	18/03/2015	Wednesday	7:00 pm 9:30 pm	Bracken Trust, Llandrindod Wells
 15/2 	20/05/2015	Wednesday	7:00 pm 9:30 pm	Bracken Trust, Llandrindod Wells
 15/3 	22/07/2015	Wednesday	7:00 pm 9:30 pm	Bracken Trust, Llandrindod Wells
 15/4 	23/09/2015	Wednesday	7:00 pm 9:30 pm	Bracken Trust, Llandrindod Wells