

GO BETWEEN

Oxford IAM Group News Letter
August 2007



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British Summertime is here folks!



From the Chair...

So that was Summer was it?

I was hoping to be writing about the perils of driving in sunshine, how to maintain equilibrium in the face of holiday traffic and how to survive the M5 in 30 degree heat. Instead, here are my tips for converting an MGB roadster to a reasonable, if rust-prone, canoe...

Actually, that's a lie. Summer may have come and gone, but OAGAM is still swimming against the tide of road safety by educating and training. It's been a good summer, with many new faces around the Group (welcome to you all) and it's looking like a good Winter (arrggghhh – already???) programme thanks to Tony's hard work.

A big 'thank you' to everyone who has helped keep the group shiny side up this summer at the various shows (Witney Motor Show – ha ha ha – the organisers would have done better with a boat show) and events and, of course, to all the Observers who turn out no matter what the weather. Without all of you there would be no Group, so you really are indispensable.

Another big 'thank you' goes to the Committee who, largely unseen, work incredibly hard behind the scenes. Keeping HQ paperwork suitably recycled, planning activities, working out policy and sorting out problems. It's a great system – they do the real work while I get to stand up and pontificate at meetings.

There's a bit more pontificating from me later in this edition of Go Between. It won't surprise anyone that I've written about speed limits again and I make no apology for it. We are currently killing around 3,400 people every single year on the roads – and it's not getting any better. If pre-1990s trends had continued, we'd be saving around 1,500 of those lives. So what went wrong? I don't for a minute believe cameras are killing anyone, but I DO believe the oversimplification of road safety that lies behind them is – by simple neglect. We need – urgently – to re-evaluate the way we train and educate drivers and how we treat them. I hope my article sets out a few of the reasons why. If you think I'm wrong, right, or simply fancy passing on your thoughts, drop me an e-mail – mark@freemanchristie.com

Chief Car Observer Writes ..

Car Observer Notes

It is the summer (!!!) and most of us hopefully are having a break or have enjoyed a holiday (personal note - Lincolnshire – very flat VERY wet!!). I know that the Observers continue to work hard with their Associates over the summer, however, if some of the Associates have "gone quiet" then perhaps a brief phone call will start

things rolling again. If not then please let Duncan know and he will be pleased to give you another from his list.

The next Observers' meeting is planned for early autumn with one of the Examiners invited to talk to us.

Clive Stayt

Chief Bike Observer Writes..

Very little to report on this occasion except that David Bissell is organising group Sunday runs, the last few he has lead have been excellent and are well worth setting the alarm for. We are still seeking full members to lead group runs, volunteers are most welcome. We will try to keep this up on a more regular basis going forward.

We have had six new bike associates this year - fewer than in previous years - probably down to the bad weather. But put the word out there at every opportunity and let's try and reduce these bike accidents I keep reading about in the local press.

I should like to welcome two new bike trainee observers: Neil Harrison & David Bissell.

Welcome New Members..

Jackie Williams	car
Colin Greenes	car
Christine Mitchell	car
Judith Garvey	car
Paul Keating	car
David Brett	car
Lynne Maddocks	car
Averil Coleman	car
Darren Williams	car
Martin Dickson	car

Speakers' Corner

For those members who do not attend the our monthly meetings you miss out on a series of excellent talks given by our guest speakers. They are all related to motoring and have covered subjects such as road conditions and repairs, vehicle theft and insurance, how to respond to emergency vehicles, to name but a few. I can highly recommend coming along for a coffee, biscuit and chat to like-minded people and to listen to a very interesting talk to boot.



In April we had a talk from Colin Henderson on GPS and map making. He explained to us how a GPS works, its use in surveying and mapping. He explained in simple to understand language, how the GPS obtains data and how that data is interpreted for the instructions in GPS.

What to do when you see (and hear) Blues and Twos



A talk given by Paul Montgomery.

Paul entertained the Group meeting with another of his very informative talks. The topic this time was how one should respond when hearing the two tone horns or siren of an emergency vehicle or when seeing the flashing blue lights. During his talk he showed a video which highlighted some do's and don'ts.

The most important point that was made was 'do not panic'. The video showed a driver who, when being followed by an ambulance, thought the best thing to do was to pull over and let the ambulance pass: very noble, unfortunately it was on a continuous double white line and on the brow of a hill! Another example showed a driver stopping just before a pedestrian central refuge, creating an obstruction where there was nowhere for the ambulance to go! The simple rule is keep going until there is a safe place to pull in or let the emergency vehicle pass. If you are on a dual carriageway, nearside drivers pull to the left and drivers in the offside lane pull to the right. This will open a space down the middle of the road through which the emergency vehicle can pass.

Drivers are not allowed to break the law in the interest of letting an emergency vehicle through: there have been several cases where motorists have been fined for jumping red traffic lights when all they have done 'is to get out of the way'.

During 'blues and twos' driver training, the drivers are taught that if there is nowhere to go, they stay where they are and wait for a suitable space to become available. They will not compromise their own or other road users' safety. It is better to arrive a little later than to become their own incident.

Sometimes ambulances are seen displaying the flashing lights and occasionally using their sirens or horns and travelling slowly. In these situations, the ambulance may be transferring a patient with a spinal or similar problem and the essence of the journey is to get the patient to their destination without causing any additional injury. Other drivers can help by not causing buffeting of the ambulance if they have an opportunity to pass. If you are approaching junctions allow plenty of space to enable the ambulance a smooth passage.

Tony Chalkly

Addendum

A gallon of water weighs 10 lb (5Kg approx).

A fire engine can carry 3000 gallons of water (3000 x 10lb=30000 lb) approx 2000lbs for a ton which means a fire engine is carrying about 15 tons of water. Put that onto the weight of a fire engine, propel it at 50 mph - and then try stopping it in a hurry when some silly motorist does something helpful!

OS and GPS



Colin Henderson from Ordnance Survey gave a talk at our April meeting on GPS and mapmaking. He covered the history of Ordnance Survey (OS) and how map making had developed,

including the introduction of Global Positioning Systems (GPS).

It was interesting to learn that Ordnance Survey was founded in the late 1700s as an outcome of a military requirement to map a rebellious Scotland. The first map produced, of Kent, was produced in 1891 showing all the vantage points from which to fire artillery, and all the escarpments which could be defended, hence the name “Ordnance Survey”. During the nineteenth century the need for maps increased led by such things as the expansion of the railways and various Acts of Parliament. The two World Wars saw a further impetus for the generation of accurate maps.

Surveying traditionally depends upon an optical instrument called a Theodolite and a process known as triangulation. This depended on the establishment of a series of fixed points throughout the area to be mapped, known as triangulation (or Trig) points (as seen on most hilltops!). The theodolite is positioned on each trig point and measures the angles between the fixed point and the point being measured. This has largely been replaced by GPS which works in a similar way using a group of satellites in known positions (and increasingly a set of base stations) to generate the same information.

From this information, aerial photography, and good old fashioned human Surveying today’s maps are generated. Map making entered the digital age in 1973 with the first computerised large-scale map. Since then all 230000 plus maps have been digitised.

The Law of Unintended Consequences

The Law of Unintended Consequences states that “the actions of people—and especially of government—always have effects that are unanticipated or unintended”. Local authorities would do well to remember this and perhaps even engrave it above the doors to their Council chambers, have it on the little sticky notes they attach to memos and put it on every computer’s screensaver.

The Law is starting to make Oxfordshire’s roads a peril for law-abiding drivers and riders.

Oxfordshire on a go-slow

A little while ago, I took a new potential Associate out for a demonstration drive. We drove out through the 30mph limit in Kidlington, into the 50mph limit beyond Kidlington, then turned towards Woodstock. After the brief national speed limit stretch, we hit another 50mph limit that lasted for about 50 metres, then we were into the Bladon 30mph before hitting the humped, over-traffic-engineered 30mph hell that is Long Handborough, the 40mph limit on the Witney side of the village and the interminable 50mph limit that stretches all the way to the 30mph limit in Witney.

The Chairman avoids a ticket

Needless to say, I stuck to every single limit precisely. It would be a poor advert indeed for the Group if its Chairman copped for an SP30.

It wasn’t a bad drive. Lots of observation links, lots of positioning for view, anticipation of other road users’ actions, plenty of System. But

throughout the drive we were tailgated mercilessly. We were hooted and flashed several times by following traffic. In total, six cars overtook us, every one of them in an ‘ultra-low’ limit. Each of the overtakes would have even scared Helen Deeley half to death – and she does some of the neatest tight overtakes I’ve ever seen. The overtakes were into the face of oncoming traffic, on blind bends, opposite junctions or – in one case - round the wrong side of a roundabout with a car coming the other way.

Frustration overtakes

There’s a name for overtakes like this. They’re called ‘frustration overtakes’. The following drivers were so maddened by being forced to drive at the limit that they simply couldn’t take any more and went for it.

I’m afraid the Associate and I arrived at our destination somewhat rattled. He wasn’t impressed. He asked rather pointedly “do you HAVE to stick to the speed limit like that? Isn’t it dangerous?” I replied that although I thought they were as much use as an NVQ in Vulcan, the answer was “yes” because they are The Law. His view was that if the IAM demanded limit compliance of this nature, he simply wasn’t interested in training. I explained that advanced driving was about a great deal more than limits, but his view was that sticking to the limit in the way I did was dangerous. And I have to say, I believe he was right.

Should you be punished for obeying the law?

Does anyone else think that is a completely incredible situation? That speed limits – set with the best will in the world and the noblest motives – should now be dangerous for those

sticking to them – and for other road users too? And that complying with the law is causing, at best intimidation and aggression and at worst, near misses and crashes?

It’s dangerous because the people who have set the limits seem not to understand human nature or of the Law of Unintended Consequences. Of course, drivers and riders SHOULD obey The Law. But they don’t, do they? Instead, they get frustrated and angry – and that leads to them taking risks that are extremely dangerous – perhaps even worse than the risks associated with allowing them to travel at speeds more suitable for the road. And it’s far from just the ‘boy racer’ drivers. I was overtaken in a 30 limit tonight by a mother with her children in a people carrier (another one opposite a junction).

The need for a re-think

There’s a wholly laudable set of objectives behind limit reduction, all tied in with safety and improving the local and national environment. They make a lot of sense. But I don’t think the county’s legislators realised the Law of Unintended Consequences would come into play, but it has – and how. We now need to realise the role of the driver – the one element that’s forgotten in current road safety thinking – and accept that oversimplifying road safety and treating drivers like scabby-kneed school children who should ‘just do what they’re told’ is starting to get dangerous.

Mark McArthur-Christie

Bikers' Corner

Hmm! Hasn't he heard of a topbox then?



For the first time we have decided to add a bikers corner to the newsletter, where we will cover some of the more motorcycle related issues.

With a glorious start to the summer many motorcycle members and associates will be thinking of their summer biking holiday. This will no doubt encompass great riding, scenery and demanding roads. We would very much like to feature some of these rides with pictures so that other members might consider doing them also. Contributions in any form you like diary, letter or composition? Its up to you. All will be gratefully received.

We would also like to start a question & answer / discussion forum and would welcome any comments, experiences or issues you may have with advance motorcycling or driving. The intention would be to publish these and get any concerns or questions answered by knowledgeable Seniors Observers team.

Our very own Racing Driver!

Over the years the Oxford IAM group has had a number of famous members Egon Roney to name but one. Well, you should not be surprised to know that we now have a fully qualified

racing car driver on our books. You can often find her welcoming new members with a friendly smile at the door on our monthly Wednesday meetings, in addition to this she is an active member of the committee and co-editor of the this newsletter. I'm talking of course of Helen Deeley.



Helen had her first race (2 hrs endurance 2CV class) on 21st April this year and as can clearly be seen by the following pictures it was a very competitive affair. Completing the gruelling 98 laps of the Brands Hatch circuit in just two hours and finishing a very respectable 16th place out 20. (only 5 seconds slower than the eventual winner). What makes this even more remarkable is that she started the race at the back of the grid in 21st position. Helen also told us that during the qualifying stages, in her determination to qualify, she rolled her car, but with a great support team behind her she did of course qualify. Well done Helen, from all us at the Oxford group; we will be watching your new career with interest.

Its neck to neck!





Below shows what happens if you keep a cool head! Helen passes a competitor who has spun off!



The Knowledge,

In June I wrote a piece for this issue of GO Between on driving and riding in hot weather and the associated melting tarmac, summer traffic cues etc.



Little did any of us know just how the driving conditions would change in July! There is not much one can say about driving in flood conditions, except avoid flooded roads if at all possible. If you do venture into deep water, needless to say, dry your brakes out after leaving the water; it is also worth baring in mind that due to the severe flood levels, flooded cars, garages etc. it is very likely that oil deposits will have been left on the road surface, long after the waters have receded, 'deadly for motorcycles'.

Motorway driving:

Instead, I thought I might look at an aspect of motorway driving and riding. In my view the most dangerous part of a motorway is the slip road, particularly when joining the motorway. I refer to it as the Slip road but it would be better to refer to it as the Acceleration or Deceleration road, this gives a clearer understanding of its function, something many drivers seem to misunderstand. I recently asked my associate if one could overtake on an acceleration road? This prompted a look of surprise as if I had asked a trick question, the response was a categorically **no!** "It's far too dangerous, there is far too much happening. I have also heard arguments against the use of a lifesaver check just before merging with motorway traffic, due to the high speeds involved. Another question that often causes confusion is 'Which lane should I use when joining the motorway?' Well lets put some of these questions to rest.



Acceleration Road:

Clive Stayt recently showed the monthly meeting a video of a police driver's demonstration training drive. At one point the policeman approached an acceleration road or 'Slip-road' just as a large lorry was entering it. As a consequence he reduced his speed considerably to enable the lorry to build-up speed and enter the motorway well ahead of him. This created enough time to enable him to build up his own speed to match that of the motorway traffic. This forward planning starts even before you enter the acceleration lane or slip road. As an advanced driver/rider you should also consider in your 'Drive - plan' the earliest point on that slip road you are likely to have a clear view of motorway traffic in order to match their speed and identify an appropriate gap to merge.

Should I overtake on an acceleration lane? If the acceleration road consists of two lanes and there is one or more slow moving vehicle in the near side lane it is reasonable to overtake them as long as the manoeuvre can be completed within the first quarter of the slip road; beyond this point you run the risk of coming into conflict with them either by intimidating them or blocking their view of the motorway traffic.

When joining a motorway which lane should you use if more than one is

available? This depends if the acceleration road joins the motorway from higher or lower position. If you are driving/riding down hill to the motorway the offside lane will give you a better view of the traffic already on the motorway, you should see it earlier and be able to see further down the motorway. If you are driving/riding up to the motorway it is best to be in the nearside lane for the same reason.

Should I do a shoulder check (lifesaver)? The answer to this is only if it is safe to do so, apply the two second rule to the vehicle I front. However, if you use your mirrors effectively average of 4-7 seconds and apply IPSGA a life saver check should not be necessary. Other points to bare in mind, only indicate when you are about to merge, not from the start of the slip-road like so many drivers do.

Deceleration Road:

If at all possible this should be used as 'just that'. Maintain your speed on the motorway reducing it only when on the deceleration road as this will enable the motorway traffic to maintain its speed. In practice this is difficult to do as so many people reduce their speed when they start indicating well before the slip-road. I am quite sure that much of the stop start driving on motorways is caused by such actions.

In the News

BBC Breakfast News story

Testing times for driving examiners



Attacks on examiners have increased 41% since 2002

Taking your driving test is a nerve wracking experience, but new figures suggest it can be just as unsettling for an increasing number of test examiners.

Verbal and physical assaults have been steadily rising over the last few years.

Breakfast News made the discovery after making a request to the Driving Standards Agency (DSA) under the Freedom of Information Act.

Following a request to the DSA, Breakfast News discovered:

- The number of attacks on driving instructors (348 last year) has increased by 41% since 2002.
- Around two million driving tests are taken each year, and approximately 57% of candidates fail
- Dozens of driving test examiners are off sick after being assaulted by learner drivers furious at being failed.
- The DSA employs almost 2000 examiners

Lack of protection

The greatest fear of examiners used to be a nervous candidate crashing the car, now they're more apprehensive about those being tested taking using them as a punch bag after being told they've failed their test. Some test centres have stepped up security measures because of the potential threat from disgruntled would-be drivers. The examiners' union says their members are not offered enough protection or support - and when they are attacked, are often left to take legal action against the aggressor on their own. If a candidate does physically assault an examiner they can't legally be banned from taking another test.

TV Presenter Bill Turnbull try his hand at

driving with a IAM S.O. to answer the question, Would I be able to pass



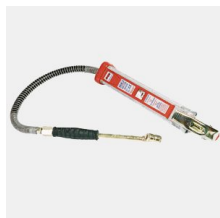
my test if I took it again? He started off the drive by stating that he had not had an accident in 20 years! Although Bill has a very laidback presentation style he was noticeably tense during the drive. During a reversing around a corner manoeuvre his S.O. had to tell him to stop as he had not seen a car on his right as he was about to swing the front of his car in its path. He then followed this by mounting the curb and making a lot of excuses. The report was finished with Bill waiting to move off in a junction only to be shunted at the rear by the car behind. His S.O. gave him that one! The conclusion drawn in the discussion in the studio was that most drivers think they are better than they really are.

Are your tyre pressures correct?



As advanced motorists we all know the importance of having the correct pressure in our tyres, but how do we know the pressure gauge we use is accurate? I recently invested £10 in a digital gauge which I check against a traditional telescopic gauge and the gauge fitted to my battery operated tyre pump, to my surprise all read the same. Although I have to say the batteries in the digital version lasted about 2 weeks. So perhaps my expectations that few pressure gauges would read the same was unjustified and that this only exists with garage gauges! But this perception was also proved wrong by a recent article on the IAM website part of which follows:

'Nearly two-thirds of Britain's motorists use filling station air pumps to inflate their tyres – and they could be putting lives at risk, a [Tyre Gauge survey](#) for the IAM Motoring Trust has revealed.



"The danger is that the drive to the filling station increases tyre pressure significantly," says Tim Shallcross, the IAM Trust's Head of Technical Policy and Advice. "This means that, although the pressure gauge may be accurate, tyres can be under-inflated by between 12 and 15 per cent. The survey shows that two thirds of motorists inflate their tyres at garages, therefore vehicle and tyre

manufacturers should consider changing their recommended settings to 'warm' pressure levels."

The downsides of under-inflated tyres:

- *tyres run at a higher temperatures than they are designed for, especially at high speeds; overheating is a common cause of high-speed 'blow outs'.*
- *road grip and handling are adversely affected*
- *fuel consumption increases; remember the link between pounds per square inch (psi) and pounds per mile travelled*
- *CO2 emissions rise*
- *tyres wear out faster*

"For all these reasons drivers should check the tyre pressure weekly," says Shallcross. "However, the survey shows that we're not checking tyres frequently enough, with just 18 per cent of men and 4 per cent of women drivers doing so weekly."



The era of 'free air' at garages appears to be ending. However, charging for air does seem to be improving pressure gauge accuracy. The IAM Trust survey shows more than 80 per cent of air-lines to be accurate within 5 per cent or 2psi, a significant improvement on the 2005 check, which found 50 per cent of gauges to be inaccurate. The new survey also shows that 71 per cent of drivers would be willing swap pounds

sterling for pounds per square inch, to ensure accuracy and well-maintained air lines.

Drink-drivers 'ignoring warnings'

People are ignoring warnings and continuing to drink and drive, according to police.

Eighty-seven drivers have so far tested positive in the first two weeks of a summer drink-driving crackdown by Thames Valley Police.

Supt Mick Doyle said it is "extremely disappointing" drivers think it is acceptable to put themselves and other road users at risk.

The operation, which involves random roadside checks, ends on 1 September.

Since the launch of the campaign on 30 July, 664 drivers have been tested by officers and 87 tested positive.

Mr Doyle said: "If anyone is thinking of driving under the influence of drink or drugs they should think twice.

"If you know of anyone who drinks or takes drugs and drives, call police." _

Source: BBC24 online

Current Safety campaigns

New THINK! Summer 2007 Drink Drive Campaign



The Department for Transport has launched a new THINK! Drink Drive Campaign highlighting that a drink

drive conviction has the potential to ruin your life.

The Campaign runs from **July 20** to **August 30** and targets all drivers with a particular focus on young male drivers aged 17-29 years old.

The new Campaign aims to encourage drivers to re-think how much they drink before driving and to highlight the immediate personal consequences of a drink drive conviction including:

- . being caught and breathalysed by the police;
- . 12 month driving ban and hefty fine (up to £5000);
- . criminal record;
- . lifestyle changes (i.e. potential loss of job, relationship or car).

The new THINK! Drink Drive Campaign was developed after four phases of extensive independent qualitative and quantitative research with the target audience spanning 11 months.

The findings of this research showed that the personal consequences of a drink drive conviction are motivating to young men, are new news, and can be related to drink driving (1-3 pints).

Although the personal consequences of a drink drive conviction may seem lower key and lack impact compared to a crash, young men believe they are more realistic, relatable, speak directly to them as low level drink drivers, and are more intrusive and thought provoking.

The Campaign will use a variety of communication activities to persuade all drivers to avoid drink driving including TV, radio, online and in-pub advertising.

Campaign objectives

- . To increase awareness of the personal consequences of a drink driving conviction.
- . To encourage the belief that 1 or 2 drinks are too many before driving.
- . To reinforce and build the social stigma around drink driving.

Key messages

- . THINK! Don't Drink and Drive.
A drink drive conviction has the potential to ruin your life.

**Oxford Area Group of Advanced Motorists (including
Motorcyclists)**

45th ANNUAL GENERAL MEETING

***7th November 2007 at 8pm at Exeter Hall, Kidlington,
Oxfordshire***

AGENDA

1. Apologies for Absence.
2. Minutes of the 44th Annual General Meeting held on 1st November 2006. (Resolution 1)
3. Matters arising from the 44th Annual General Meeting.
4. Amendments or Adjustments to this Agenda.
5. Chairman's Report.
6. Secretary's Report.
7. Treasurer's Report and Adoption of Accounts (Resolution 2)
8. Election of Officers *
9. Election of Committee Members **
10. Any Other Business (being properly the business of the AGM)

Note:-

1. Questions from Members will be invited following each report.
2. Please vote only if you are a Full Group Member.

Resolutions:-

1. That the Minutes of the 2006 AGM be approved as a true record.
2. That the Annual Report and Accounts for the year ended 31st March 2007 be approved.

* All Officers retire annually

** One third of the Committee Members, excluding Officers, retire annually in rotation.

Minutes of last AGM

OXFORD AREA GROUP OF ADVANCED MOTORISTS

Minutes of the 44th Annual General Meeting held after 8pm on Wednesday 7th September 2005 at Exeter Hall, Kidlington, Oxfordshire

Present: Chairman; Mark McArthur-Christie, Vice-Chairmen, Secretary, Treasurer, committee members and approximately 35 members and guests.

1. **Apologies** were received from Tony Chalkly, Duncan Jones and Clive Stayt.
2. **The minutes of the 43rd meeting** were circulated and, with minor amendments to be incorporated in the final version prior to being signed, were approved.
3. **Chairman's report.** The Chairman thanked the Committee, and particularly the Treasurer, for their ongoing support; also, stressing their importance to the Group, the Observers.
4. **Secretary's report.** The Secretary advised that the AGM had been delayed to November so that it could be followed by a speaker, rather than following a summer driving out session. The Committee had met 6 times since the last AGM and discussed plans for meetings and events and reviewed finances and waiting lists.
5. **Treasurer's report.** Accounts for the Group's financial year ending on the 31st March 2006 were circulated, with notes, and adopted (subject to independent check). The bank balances totalled £5,897.49, representing a surplus of £799.44 over the previous year. This was partly due to increased membership, with 101 new members and 105 renewing. The forecast for the current year indicated a further surplus.
6. **Election of Officers and Committee.**
The following officers were proposed, seconded and elected *en bloc*:-
Chairman: Mark McArthur-Christie
Vice-Chairmen: Ian Jeffs and Jane Olds
Secretary: Janet van den Berge
Treasurer: Roger Pickering
The following members were proposed, seconded and elected onto the Committee:-
Alexander Glowacki, Clive Stayt, Peter Ingram, Helen Deeley, Duncan Jones and Judith Hewitt.
7. The Chairman **thanked retiring members** Peter Parker and Gill Ward.

The Annual General Meeting was followed by a talk, with question and answer session, given by Mr. Ralph Grant, Northern Area Engineer for Oxfordshire County Council's Highways Department. The subject was preparation of the roads for winter.

Current Committee Members

Mark McArthur-Christie (Chairman) Janet van den Berge (Secretary)
Roger Pickering (Treasurer)
Clive Stayt
Tony Chalkly
Alex Glowacki
Chris Burras
Jane Olds (Vice Chairman)
Helen Deeley
John Lang
Duncan Jones (Membership Secretary)
Peter Ingram
Ian Jeffs (Vice Chairman)

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DON'T FORGET TO CHECK OUT OUR REDESIGNED WEBSITE!

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All Contributions will be gratefully received, however Editors' decisions on content
are final,

& we reserve the right to edit articles.

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