

MEMBERS NEWS



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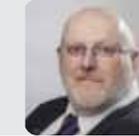
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Views expressed in this newsletter are the views of the people who wrote the article and not necessarily that of the ADINJC.

From the Chair..... a monthly report



Results are in after the AGM!

I am pleased to return for the fourth year as Chairman and will endeavour to continue to raise the profile of the association and help our members.

Following our Annual General Meeting we have some changes to the Governing Committee and our roles. We have 2 new vice presidents who are Nick Ibbott and John Ashton and a new Head of Training, Stuart Walker. We want to thank Bryan Curtis who has stepped down as Vice President and is retiring. He has actually been with the ADINJC for over 20 years and has been our General Secretary and Deputy Chairman in the past. At the AGM he was made a life member and he assures us he will now lose touch and will certainly be at the 2014 conference. We are also sad to lose Mark Hewison from the team as he has been on board for several years and travelled from Aberdeen to help us on the committee. He is hoping to work more with DISC, the equivalent national association in Scotland and we wish him all the best as he has become a friend as well as a colleague.

We are fortunate to have such a great team of ADIs who work so hard on behalf of members. You can view the revamped team at the front of the newsletter.

It seems to have been very successful to have the AGM in December alongside the council meeting as we all felt after the conference, which is when it has been held, was a time when we couldn't give it our full attention. We will continue with this arrangement in the future.



Our Council Meeting:

Thanks to everyone who attended the meeting and made it a full house at the Village hotel, Walsall. It was a mixture of updates, discussion and a presentation from Jeremy Moger of Marmalade Insurance Group. He explained the way they help young drivers to afford insurance and pay monthly. He also explained exactly how the black box technology they fit works and the fact we can have it fitted in our ADI cars if we want to so we can show our pupils how it works. Some of the groups represented at the meeting booked Jeremy to talk at their own groups. If you want to know more or would like a visit from Jeremy at your own local association please contact him at: jeremy.moger@wearemarmalade.co.uk

Topics discussed at the meeting included the new standards check and the DVSA, the grading system, updates on road safety, legal issues, the new National Associations Steering Group and more. The full

minutes will be sent to members via our news flash system. I often feel it's the networking time that is just as important at these meetings and it was good to meet new faces there too.

All the GC was presented with an award to thank them for their devotion and help in the 40th year at the ADINJC. Thanks to Mike Lyne who attended and took photos for us. We are grateful for the many ways that ADIs come and support the ADINJC. The meeting was followed by a GC meeting all afternoon, quite a long day but a very rewarding one.

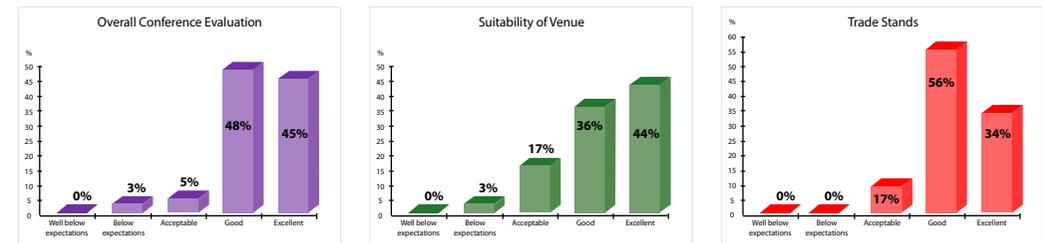
The Training Team:

It's an exciting time for the team with a new Head of Training. We are pleased to announce our new training day which helps ADIs prepare for the new Standards Check. We decided to run the course after the success of the check test days and the comments we received from delegates. You can see the advert in this newsletter and it will also be in the test centres. The 6 locations are just a start as we hope to run more of these days throughout 2014. It is inspiring that we have already taken bookings and I look forward to helping with the training sessions.

Other news:

Following our analysis of your feedback forms we are busy planning the next conference. Yes really! The planning always starts early. Watch from next month for offers and early bird prices. We are pleased to be returning to the Copthorne Hotel and I've spent time there discussing improvements and plans for 2014.

Below are some of the results of the feedback from our 40th conference.



The National Associations Steering Group has another meeting planned this month and we will report back on discussions and decisions that take place. Welcome on board to our new DIG members this month. It will soon be time for our member groups to renew membership with us so we do hope you will remain on board and have found the support, information and guidance we offer a help.

Some recent testimonials from members include:

- “Lynne, I thank you very much from the bottom of my heart for the hassle you went through for me, to sort this out”. **Hajra Mamoniati**
- “I would like to say a big thank you to you all on behalf of the Wessex Association for keeping us all so well informed on ADINJC items of news. Keep up the good work”. **Alan Dewfall retiring secretary**
- “I attended the ADINJC conference and WOW what a great conference. It was good to see so many diverse speakers and here I would like to say is an association who have the interest of the ADI in their purpose. It was not a ‘buy our products show” **Dave Foster**
- “Thank you for your message and the phone call I have been fighting for so long on my own it is nice to have someone who understands”

It just remains for me to wish you all a very Happy Christmas and a Happy New Year.

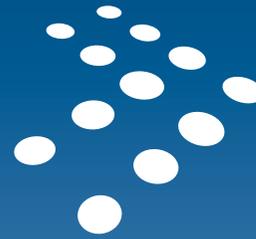
Lynne

Lynne Barrie - MA Driver Training

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Press Release

Hitachi Capital Driving Instructor Solutions supporting ADINJC in 2014

Hitachi Capital Driving Instructor Solutions is to continue supporting The Approved Driving Instructors National Joint Council (ADINJC) after resigning a joint sponsorship agreement that will see the two organisations working together in 2014.

The deal will see Hitachi Capital supporting the driving instructor industry through the ADINJC and appearing on the ADINJC website, in their newsletter and at their annual conference.

In addition, Hitachi Capital and ADINJC will run a joint survey in 2014 to be sent out to the 7,000 strong members with a prize supplied by Hitachi Capital on offer for those who enter the survey. Year round collaboration will come in the form of reciprocal sharing of links and updates on the social media accounts for both parties.

Established in 1973, the ADINJC is a non-profit making driving instructor organisation aimed at promoting the interests of driving instructors. Run by an annually elected Governing Committee made up of voluntary qualified and working driving instructors, the ADINJC acts as the central hub to provide support, advice and representation to fellow ADIs.

Lynne Barrie, ADINJC chairperson comments: "We are extremely pleased to be continuing our sponsorship agreement with Hitachi Capital Driving Instructor Solutions for another year. It means our ADINJC members have access to up-to-date information and packages from HCDIS. We welcome the support received at our training events and annual conference and look forward to our continued relationship."

Mike Brown, Hitachi Capital Driving Instructor Solutions general manager adds: "The ADINJC is a united voice for all UK driving instructors and with their wealth of support services, membership is a must for any serious ADI. We are delighted to be supporting the ADINJC in 2014 and look forward to working with them to unite the aims and objectives of ADIs across the country."

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from all the team at
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And now for the news....

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"The only thing we have to fear is fear itself", Franklin Roosevelt.

I meet many ADIs in the course of my work who have great skills and capabilities but so often what holds them back is actually fear in general and fear of failing in particular. So often when I first meet ADIs and PDIs they say "I couldn't do that" or "That would never work". When we consider and talk through what they are afraid of, it seems to be a mixture of the following:

- A feeling of not being good enough
- An inability to make a decision
- Stretching themselves out of a comfort zone
- Being able to take a risk
- Not being able to silence the demons and thoughts in their head
- Lacking confidence
- Lacking ability to handle a challenge

We often label ourselves as failures, and forget our successes and we don't realize how failure can turn in to a positive thing. I read recently that if the author, J K Rowling, had given up after twelve publishers refused to print the first Harry Potter book, none of us would have even heard of Harry Potter! Look at the success that turned into.

Fear of something bad happening is what makes us human. In animals it is a way of facing immediate danger, but humans only fear something that "might" happen and actually isn't happening right now. Often these fears are unfounded and can hold us back from achieving something. Probably the one fear I meet most in ADIs is the one that goes "I'm not good enough".

Who says so and what proof do you have of that?

Here are just a few examples of what ADIs and PDIs that I have met, fear in the course of their work:

- Being new to the job and not knowing as much as the next ADI
- Not passing the qualifying exams
- A fear of trying a different test centre to the one they normally use
- A fear of taking their first pupil to a practical test
- Letting other ADIs see them at work
- Having parents or partners of pupils sit in on a lesson
- The check test
- Joining a local association for ADIs as they won't know anyone there
- Attending a workshop in case they have to give their views in front of others
- Attending a national conference for a day if they don't know anyone to sit with at lunch
- Learning and understanding a new approach such as coaching techniques or client centred learning
- The fear their driving skills have declined since taking their Part2

Having fear is natural but letting it stop you from achieving any of the above is a tragedy! Studies have shown that the people who are truly successful in life are the ones with the ability to get over failure or disappointment and who can move on. After all, no one is perfect and we all experience failures and disappointments.

So how can we handle our fears and failures and turn them in to positive experiences?

Continues on page 8

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Fear Factor (continued from page 7)



1. Taking Small Steps

This can be useful when we get strong feelings of fear just before public speaking for example.

Take steps like first just saying "hi" to people or chatting more when we get a chance at the test centres or meetings. Then move on to conversations, joining online forums or putting your thoughts into emails that can be sent to other ADI groups. If you can expand your comfort zone with small steps at first it may surprise you where it leads.

I was quite shy when I attended my first national conference as an ADI and I knew no one there. I browsed around the trade stands and realised there were others who didn't know anyone either. I enjoyed lunch with a fellow ADI and to begin with we talked about where we enjoyed shopping. I still know the person and consider them a friend and colleague today. Look where attending that first conference led me!

2. Get some positive, concrete motivation

Eventually you can reach the stage where you feel you need to stop waiting and just go for it. Just try taking the initial leap. What is the worst that can happen? Try a different test centre, how different can it really be? Learn something new, if you don't want to use it or you disagree with it at least you gave it a go and know about it. What benefit might there be to attending a local association meeting? Perhaps you can share lifts or meet new people and update your knowledge. Sometimes making a list of what you want to change and try out can be helpful and it can motivate you to move on. Get the first spark of interest in something new and it can spiral.

3. See Failure and Rejection in a new light

Remember that the most successful people have a different response than the common one to fear and failure. Try to be realistic and realise it's just a learning experience and you can move on and be stronger. Don't take it too seriously; it's not the end of the world. Think of when you fell off your bike as a child whilst first learning how to ride it. You just had to get back on it time and time again. Remember the feeling of when you succeeded in staying on it.

4. Stay in the "now"

It's better not to focus on past thoughts and emotions. Don't dwell on what has gone wrong before or may go wrong for you in the future just concentrate on here and now. Focus on what needs doing right now and the rest can fall into place.

I hope this year you can discover you are capable of trying new ideas and having plans for what you want to achieve. It can increase your morale and self-esteem and make you a more exciting person to be with at work. It can also help you understand how your pupils feel about fear and help them too. Fear is the biggest barrier to holding you back and if you can recognise that you may move on and really surprise yourself this year. Good luck!

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- Monthly newsletter with detailed and relevant industry information
- Website at www.adinjc.org.uk providing information and up to date changes
- Annual conference and AGM held each October, recognised as the largest in the industry
- Monthly column in adiNEWS and special joint membership deals with adiNEWS
- Regular news sent out as it happens via email to our members

SERVICES AND TRAINING

- We are on the DSA working and steering groups for CPD and modernising driver training
- We provide a united voice for the industry - We are the "Association of Associations"
- We use our consultative status to represent your views to the DSA and the Government
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FRATERNAL

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- Liaison officer available for a personal answer 7 days a week, 2pm to 10pm
- Help for members who are struggling with unsatisfactory Check Test grades
- A network of instructors who can relocate pupils for training across the country
- We are the fastest growing organisation with around 7,000 members

If you have any issues we might help with, contact Clive, our Liaison Officer, by phone on 01747 855091. He's available to give you a personal response 7 days a week from 2pm to 10pm; alternatively, you can email him at liaisonofficer@adinjc.org.uk

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AGM, Council Meeting & Awards



Images from the meeting held on November 30th



Standardised Approach To Road Signs And Markings

A report by EuroRAP and Euro NCAP suggests variations and differences in road markings and traffic signs are a “major obstacle to the effective use of technology in vehicles”.

The report, “Roads that Cars Can Read” (copy in the MEA) says that by 2025 half of the cars on Europe’s roads will be capable of “reading” signs and markings, and suggests that vehicles, like drivers, will not function properly where road markings and signs are worn out, inconsistent or confusing.

It also says that this means putting an end to the different fonts, colours, sizes and shapes that are seen in “even the most basic, internationally standardised safety signs such as ‘stop’ and ‘give way’”. The report also says this means standardising the width of white lines and the amount of light they reflect – and ensuring the edges of major roads are marked.

The report challenges the EU, governments and stakeholders to respond to the recommendations of the working party of cross-industry experts who have proposed adopting clear, common standards for road markings and traffic signs on major rural roads which many countries have adopted. It also calls for an independent survey of Europe’s major roads to assess the scale of action needed to meet these standards.

Motorcycle Safety Helmet Awards

The DfT’s safety helmet assessment and rating programme (SHARP) has won two prestigious road safety awards.

SHARP has been given a Prince Michael International Road Safety Award and the International Motorcycling Federation’s annual Road Safety Award.

SHARP gives objective advice, including guidance on how to select a good fitting helmet, to help riders to choose the safest helmet suitable for them. All helmets must meet minimum legal safety standards but the SHARP scheme uses a wider range of tests to provide riders with more information on how much protection a helmet can provide in a crash.

The SHARP tests award ratings of between one and five stars and show that the safety performance of helmets can vary by as much as 70%. Helmets across a wide price range score highly so all riders can find a high performing helmet in a size and style that fits them and at a price they want to pay.

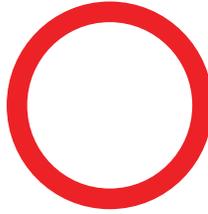
SHARP is the only safety rating system of its kind and was launched by the Department for Transport in 2007 after research revealed real differences in the safety performance of motorcycle helmets available in the UK.

Children In Cars Are A Greater Distraction Than Mobile Phones!

A new study from an Australian university suggests that children in the car are 12 times more distracting to a driver than talking on a mobile phone while at the wheel.

Researchers from the Monash University Accident Research Centre in Victoria, Australia found the average parent takes their eyes off the road for three minutes and 22 seconds during a 16-minute trip.

The researchers used cars fitted with a discrete recording system which monitored the driving behaviour of 12 families over three weeks. The families had an average of two children, between 1-8 years of age.



The study analysed 92 trips for potential activities that distracted the driver or competed for their attention while driving, including looking away from the road for more than two seconds while the vehicle was in motion.

In the study, drivers were observed engaging in potentially distracting activities in 90 of the 92 trips. The most frequent types of distractions included turning to look at the child in the rear seat or watching the rear-view mirror (76.4%), engaging in conversation with the child (16%), assisting the child (7%) and playing with the child (1%).

The study also found that the presence of a front seat passenger did not significantly affect the way in which drivers engaged in potentially distracting child occupant-related activities, both in terms of frequency and duration.

Associate Professor Judith Charlton said that while the risks of distraction during driving are becoming increasingly well known, drivers often don’t consider their own children to be a distraction.

Associate Professor Charlton said: “Previous research has shown that, compared with driving alone, dialling a mobile phone while driving is associated with 2.8 times the crash risk, and talking or listening while driving is associated with 1.3 times the crash risk. One major and previously unrecognised distraction is kids in the backseat.”

The researchers suggested that one area that may assist in reducing driver distraction is correct restraint of children in their car seats. They found children were in the incorrect position for more than 70% of the journey time

The Continuing Cycle Debate

The recent spate of Cyclists deaths in London has provided a new focus on the road safety agenda and has, at least for the time being given some respite to the issues surrounding learner and newly qualified drivers.

In the email communication we focussed quite a lot on cycling and cyclists and I have been asked by other bodies if they can reproduce what was put together with of course the appropriate credits.

We now learn that:

The Parliamentary Advisory Council for Transport Safety (PACTS) has written to the Mayor of London calling on him to convene an urgent “Cycling Safety Summit” in response to the recent spate of cyclists’ deaths on London’s roads.

Five cyclists died in a recent nine day period in London, bringing the total number of cyclist deaths in London this year to 13, most of them in collisions with lorries and buses. (Since this letter was written of course it became 6 in 13 days)

In the letter to Boris Johnson, PACTS said it “very much supports efforts to encourage cycling because of its health, environmental and other benefits” but added that “more cycling must not be at any price”.

David Davies MAIRSO, Executive Director of PACTS, said:

“The boom in cycling in London has many benefits and PACTS supports it but the (recent) tragic events show that there is a need for urgent action.

“We are therefore calling on the Mayor to convene a cycling safety summit to see what can be done immediately to make cyclists safer. It is essential that actions are based on good evidence and well targeted outcomes. We must avoid knee-jerk reactions and measures that might be counter-productive.”



Image: Martin Addison

Road Safety Information (cont'd)

Graham Feast
ADINJC road safety advisor

Teaching Tips

Peter Rodger FAIRSO who is Chief Examiner from the IAM is offering these teaching points this week about driving through fog which those who train drivers may well find helpful and a useful prompt. "Fog is one of the most difficult conditions to drive in - crashes in fog make the news headlines often enough to remember them. Ensure you are prepared so that you can carry out your journey safely. Allow lots of extra time for the trip."

- Before setting off, clean your windows and windscreen and ensure all your lights are working. Clean the inside of the screen as well – it helps prevent it misting up, the last thing you need when it's already foggy outside!
- Switch the heater or air conditioning on and leave it running to keep the inside of the glass clear. Aircn helps dry the air – on a foggy day it can really help.
- Use your windscreen wipers on an intermittent setting to keep the screen clear.
- When you're ready to leave, switch on the dipped headlights. Use fog lights if visibility is less than 100 metres, but don't forget to switch them off when visibility improves.
- Do not rely on the car's daylight running lights – they may not put the back lights on.
- Slow down and keep enough distance between yourself and the vehicle in front - make sure you can stop safely within the distance you can see clearly.
- Fog is not the same density all the time – when it gets thicker, slow down.
- Brake gently but earlier than usual so your brake lights warn drivers behind.
- Be aware that other vehicles may be travelling without their lights on, and pedestrians and cyclists will be hard to see anyway, so extra care and attention is needed.
- At junctions, wind the window down and listen for traffic. If you have electric windows, open the passenger one to listen that way as well.
- Straining to see through thick fog will quickly make you tired – take regular breaks.

Don't overtake a queue on the dual carriageway, and expect it to be as clear in front of it. The queue will have cleared the fog where it is, and you will hit a wall of thicker fog at the front.

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News from the DSA

Profile

Alastair Peoples, Chief Executive of VOSA and DSA

When it was announced earlier this year that the Driving Standards Agency (DSA) and the Vehicle and Operator Services Agency (VOSA) were to merge into a single agency, VOSA's chief executive Alastair Peoples took up the helm of both organisations.

Peoples is no stranger to the driver training industry – in fact he worked as an examiner in his native Northern Ireland in the late 70s and 80s. And although he later moved on to other roles, he says his experience as an examiner is one that still has relevance today:

Experience working as an examiner

"I started with the Department of the Environment in 1978 in Northern Ireland, as a vehicle and driving examiner. I was out there assessing driving test candidates in what was the middle of the Troubles in Northern Ireland, so it was quite a strange environment to be working in.

"That's quite a while ago now, but I suppose my experience of being a driving examiner was similar to that of most driving examiners today. Those same pressures were there – you're out there with a candidate you have no experience of, you don't know at that point in time whether they've been well trained – even the best of them can make a silly mistake and go through a red light.

"So, like now, it was quite stressful but very rewarding. The driving test is not just a fundamental element in terms of road safety, but it's a fundamental element in terms of jobs or social activity and it makes people much more mobile which is great to see.

"I hope my experience will allow me to reach a bit higher than we have done to date, and set some new ambitious outcomes about how we might deliver the test differently."

Evolution of training and testing

But Peoples does say he realises things have moved on considerably since the 70s and 80s.

"There's the old adage that a little knowledge can be a dangerous thing - I hope that's not the case with me!

"I'm certainly aware that driver testing and training has come a long way since I was an examiner. When I was doing the driving test there was no theory test or hazard perception, no independent driving, so there's been an enormous amount of change."

Looking to the future, Peoples is keen to see a rise in pass rates:

"It's a bit disappointing that our first time pass rate is still so low; I want to see how we can collaborate with the ADI industry and other trainers to try and improve the standard and calibre of candidates to try and get the first time pass rate much higher.

"We want to achieve a higher standard of pass, a higher standard of candidate and a much safer driver on our roads as a result of that."



Benefits of the merger for ADIs and candidates

Although in the short term candidates and ADIs are unlikely to see any significant impact as a result of the merger between VOSA and DSA, Peoples hopes that ultimately the new organisation will offer more than just cost savings:

"One of the critical success factors that I have set myself is that frontline delivery during this period of transition should mean minimal impact on frontline services. That said, the whole purpose of joining the organisations together is not just to become more efficient, but to become more effective, and part of that is in the customer service element of how we deliver the driving test.

We want to look at the forward booking times; we want to look at things like taking the test closer to the customer, greater collaboration with the industry – again all about improving standards.

We'll be looking at both organisations to see what similarities there are and more importantly what differences there are – what works well, what doesn't work so well – and try and take the best of each organisation. So there's a real opportunity to benchmark what we do and go out and ask those that we serve what it is they want from the merged organisation."

He also mentions the possibility of improved facilities for some test centres:

"In rebranding, we are going to have to look at the waiting room facilities that we provide. I know some of them are in need of much more than a lick of paint, so I will be looking at how we might upgrade some of the facilities that we provide to candidates coming along and to ADIs using waiting rooms."

He says he will look at continuing DSA's strategy of offering tests more locally in areas where there isn't already a test centre:

"Some 70 per cent of the work that VOSA now does is on private sites and that's expected to hit some 85 per cent by this time next year. I see no reason that DSA can't have an aspiration that we should be taking testing closer to the customer - where it's sensible and where it's practical. What we don't want to do is to have driving test routes which are closer to the customer but which are not testing the things that we need in order to make sure that our drivers are safe. But I will be looking at what opportunities there are to take the best of what VOSA has done and have a good and serious conversation both with the ADI industry and with those who might be willing to host sites where we currently don't have them."

Bigger than the sum of its parts

Peoples says that one of the biggest challenges in merging two organisations like DSA and VOSA is bringing together two different working cultures.

"Organisations develop their own cultural elements in terms of the work that people do, the way they've been trained, the environment that they work in... I think this will be one of the biggest issues that we need to overcome.

But I believe that if we are successful in focusing on what we do best, which is delivering high quality and consistent tests – whether it be vehicle testing or driver testing – then the cultures will merge automatically around that.

I'll be focusing on how we can create something that is bigger than just the sum of its parts, and in doing that create a new brand and a new organisation that people can really get behind."

Peoples recognises that you must have heard this all before, but would like to reassure you that the results will speak for themselves.

n-formed?



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Road Deaths Controversy Continues

Justice Minister Alan Shatter has accused the chairman of the Road Safety Authority (RSA) of using “completely wrong” logic in claims that Garda enforcement levels have dropped. In a stringent rebuke to Gay Byrne, the Minister said the reason why fewer people were being breath-tested at the roadside was because motorist’s behavior had improved and there was no evidence to suggest the tests needed to be carried out. Mr. Shatter’s comments came after the RSA wrote to him last May stating that enforcement was of “significant concern” to the authority, as the number being killed on the roads had increased. In the October issue of RSI, Mr. Byrne was quoted as saying “In the absence of high-visibility, high-volume road policing, road user behavior will continue to deteriorate and result in further loss of life and serious injuries”. He added “Once the perception grows that the possibility of you meeting a yellow jacket goes, the bad behavior goes up, including speeding. The only thing that keeps people behaving well is the risk of being caught and getting penalty points”. According to Mr. Shatter “Mr. Byrne’s logic is wrong. If you look at the statistics over the last five years, in the context of Garda checkpoints, there has been in each of the last five years a reduction in the numbers detected driving above the alcohol limit, The reduction in the number detected is a consequence of two things – the very good work done by the Road Safety Authority in highlighting to people not to drink and drive, and the very good work done by the Gardai in the very substantial number of checkpoints.”

Comment. It is confirmed that the Garda Traffic Corps has been reduced from 1,200 to around 800 personnel. So far this year, the number of people killed on our roads is up 18 to 147 and a total of 161 people were killed in 2012. The increase in road fatalities is a cause for concern and the RSA have begun an investigation into the spike. No one appears to have taken into consideration the vast numbers of people – predominantly younger people – who have emigrated over the past five years. If our economy was buoyant and all those people were at home – would the road deaths be higher or lower? One must also question Mr. Shatter’s assertion that motorist’s behavior has improved. Perhaps, yes, in terms of drinking and driving but otherwise it’s still the survival of the fittest out in the highway jungle on a daily basis.

New 80kmh Speed Sign

Thousands of 80kmh speed signs across the country are to be replaced with a black and white alternative which does not contain a numeral. The sign signify that motorists will be expected to use their own judgment to speed without exceeding a limit of 80kmh. The new sign will be circular, white background with diagonal lines (5 blacks and 4 whites), similar to the old maximum speed limit signs used in Ireland before 2004. However, they do not denote a change in the speed limit. Transport Minister Leo Varadkar said the decision is being taken because the 80kmh signs can send out the ‘wrong message’. The 80kmh signs being removed are situated along narrow country roads, according to a report carried out by the Speed Limits Review Group. Further measures set to come in over the next two years include:

- The setting up of an audit unit process of all speed limits every five years.
- the removal of so-called ‘silly signs’ which may encourage inappropriate speeding.
- The introduction of more effective speed limits at road works.
- Motorists will be given the option of having an in-car warning from their satnav.

Comment. It appears that many 80kmh signs were situated in quite narrow roads and even roads classed as ‘boreens’. This is where the ‘road’ was virtually a single track and grass grew along the centre of it. If the new sign is going to be effective by requiring drivers to exercise their own judgment in relation to speed, then why not apply the same logic to many other roads in the country.

Speed limits are not a target to be reached and speed should be governed by the prevailing road, traffic and weather conditions. Surely, this should also apply on narrower roads and single track ‘boreens’. Also, is it possible that overseas drivers and tourists may become confused and may misinterpret these new signs as a 60mph speed limit, similar to a speed sign in their country?

Driving Tester Suspended

A report in the Irish Examiner on 4 November 2013 states that a Road Safety Authority (RSA) tester has been suspended for allegedly accepting a bribe. It appears that this is the third such complaint that the RSA has had to deal with since it assumed responsibility for driving tests back in 2007. The testers in the two previous cases were subsequently cleared of any wrongdoing. It is not known which part of the country or which test centre is involved. Separately, the RSA said there had been 14 instances in the past five years where a candidate had offered an inducement to a tester. “In all cases the driver tester took the appropriate action and the matter was referred to the Gardai,” an RSA spokesman said.

Consultation- Part-worn Tyres

On the 8 November 2013 the Road Safety Authority (RSA) commenced a public consultation to seek views of members of the public, industry and other interested parties on the options available for part-worn tyres. The consultation can be downloaded from www.rsa.ie and will close on the 20 December 2013. These imported part-worn tyres are currently for sale at between €35/40 and many people due to the downturn in the economy are using them. Comment. No matter what type or how expensive your car is, the only contact with the road is the tyres and good tyres are essential for safe driving. It’s advisable to change tyres at about 3mm and also put on the most expensive tyres you can afford. Many safety conscious drivers would never consider part-worn or re-treaded tyres for use.

Light & Heavy Trailers EU Type Approval

As part of the system of EU type approval, motor vehicles and trailers must meet prescribed safety and environmental standards before being sold or first used on Irish roads. This type approval system already applies to cars, vans and busses and from 29 October onwards, the system included the following vehicles:

New HGVs with a GVWD in excess of 3.500kg.

New HGV trailers with a GVWD in excess of 3.500kg.

New light trailers with a GVWD not exceeding 3.500kg.

When a vehicle is manufactured to approved standards, it is issued with approval certification and it is important that this certification is passed on by the manufacturer in order to allow new vehicles to be sold or registered. The Road safety Authority (RSA) website – www.rsa.ie contains further information and also includes links to the Irish legislation and EC framework Directive 2007/46/EC. The National Standards Authority of Ireland (NSAI) is Ireland’s appointed approval authority and is responsible for issuing all approvals for vehicles in Ireland.

Cyclists Crackdown

An increasing number of cyclist are being summoned to court every week after being caught breaking red traffic lights and cycling on footpaths. A crackdown by Gardai on dangerous cycling in Dublin and across the country has resulted in more people being taken to court so far this year than for all of 2012. The move comes in advance of on-the-spot- fines being introduced for dangerous cycling next year. Currently, Gardai can issue a summons for people to appearing court although they have discretion to give a warning. Fines of up to €1,000 can be imposed for the first offence, rising to €2, 5000 and/or three months imprisonment for a third offence. An operation targeting cyclists was mounted last July, the same month that Transport Minister Leo Varadkar announced plans to introduce new regulations allowing Gardai to impose fines of €50 against cyclists who break road safety laws.

Road Safety Ireland (continued)

'Back to Front' Tyres

More than 8,000 cars have failed the NCT this year because their tyres were fitted the wrong way round. Untrained and 'unscrupulous' fitters are being blamed for the dangerous mix-up. Large numbers of modern tyres have treads with special groove for better grip in wet and slippery conditions, to reduce stopping distances and reduce accidents. These are called 'directional' tyres and have arrows on the side showing the way they should be fitted - but more than 8,000 had the arrows facing in the opposite incorrect direction when NCT tested. Now, for the first time, tyre outlets are being licensed as safety concerns grow, not just for 'backways' fitting but over the number of part-worn tyres being sold. It is the first time standards have been introduced in the industry and follows a mandate from members of the Irish Tyre Industry Association (ITIA).

Vatican Toll-Dodger?

A car registered in the Vatican is among thousands of foreign vehicles being pursued for non-payment of the M50 toll. The refusal of motorists from outside Ireland to pay the €3.10 charge is costing taxpayers €1 million a year, new figures show. And the National Roads Authority (NRA) has confirmed that a vehicle registered in the Vatican is in the sights of an international collection agency after they failed to pay the charge. The world's smallest state has a population of just 800 people, so tracing the offender is unlikely to be difficult. Others from far flung countries who used the motorway without paying are also on the radar, including drivers from Argentina, Thailand, United Arab Emirates and Cuba. Some 110,000 vehicles use the motorway every day, but 4pc don't pay. Of these, half are registered in the Republic. More than 30,000 civil summonses have been issued to toll evaders. In one case the defendant who owned and rented five taxis was forced to pay a fine of €5,000 after a driver who leased the vehicle failed to pay the tolls. The judge ruled he had to pay because as the registered owner of the vehicle, he was responsible.

Fords EcoBoost Award

Hailed as the future of engine technology and designed, developed and engineered in Essex, Fords 1.0litre EcoBoost engine - found under the bonnet of more than 100,000 cars across the UK and Ireland has been crowned winner of the SMMT Award for Automotive Innovation 2013. The efficient three cylinder engine, which uses a power - boosting turbocharger to deliver performance to beat that of the more conventional 1.6 litre unit, started life at Fords Dunton Technical centre in Essex. It fought off stiff competition from across the dynamic UK Automotive industry to win the prestigious award. Mike Hawes, SMMT CEO and one of the Award judges said, "The UK is a hotbed for global Automotive engineering talent, a fact proved by the winning Ford entry being designed and developed at its Essex R&D centre and achieving global recognition. Remarkably, the new EcoBoost engine is no bigger than a sheet of A4 paper, but delivers 123BHP, achieves 65.7 mph and CO2 emissions of just 99g/km - around 20pc better than most traditional motors. As well as powering the Formula Ford concept car, the engine is currently available in the Fiesta, Focus, B-Max, C-Max, Tourneo Connect and Transit Connect models. It will also feature in both the forthcoming EcoSport SUV and the next generation Mondeo in 2014.

The Carnage Continues ...

Total fatalities on Irish roads to 2 December 2013 is 175. This is 23 more killed than up to the same period in 2012. Collisions are also up from 142 in 2012 to 166 up to 2 December 2013. We are still waiting sight of the investigation into the increased road deaths in 2013.

And Finally ...

A speeding motorist was caught by radar from a Police helicopter overhead. An officer pulled him over and began to issue a traffic ticket, "How did you know I was speeding" the frustrated driver asked. The Police Officer pointed somberly towards the sky. "You mean" asked the motorists, "that even he is against me?"

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Congratulations!

Director of **Insight 2 Drive** has won 2 awards in the one weekend! Kathy won a Highly Commended award in the 2013 EVA (Enterprise Vision Awards) awards in the Training and Coaching Business of the Year category and in the same weekend won an Outstanding Achievement Award at the 40th Anniversary of the **ADINJC** (Approved Driving Instructors National Joint Council) National Conference.

Kathy is the director of Insight 2 Drive a local Liverpool driving school, she won these awards back to back in one weekend!

At the Eva Awards Kathy was one of seven finalists shortlisted for the prestigious award, which were presented at a glittering ceremony at the Hilton Hotel in Blackpool on October, 4th. Her **ADINJC** award was presented to her after her presentation "Eating a Live Frog" at the National Conference in October 6th in Dudley.

Now in their third year, the EVA's, which are organised in association with Pink Link Ladies Business Network, are the only business awards in the North West exclusive to women. The aim of the awards is to promote and recognise leading female entrepreneurs across the region and to inspire more females to take that leap into enterprise.

The **ADINJC** are in their 40th year of helping and educating driving instructors and trainers, the 40th Conference was one of the biggest the industry has seen, the **ADINJC** is an association of associations serving literally 1000s of members from all over the country.

Upon collecting her EVA award, Kathy from Garston in Liverpool was both shocked and speechless, she later said that she had thought she had no chance of being recognized it was just fantastic to simply make it to the final. "There were 6 other fantastic ladies in the final I thought there was no chance I would win anything. It is not often driver trainers are recognized for doing the good work they actually do, people think we just teach people to pass a driving test, however if we do our job correctly we are teaching a skill for life and maybe a life saving skill"

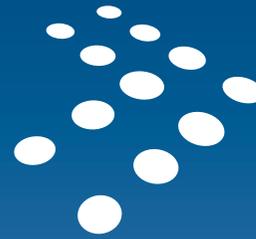
"I would also like to congratulate all the winners and finalists, it was a fantastic experience to be involved in such a positive event the whole evening was great and we are already looking forward to next year's final, whether we are nominated or not"

When receiving the **ADINJC** award, Kathy accepted it on behalf of all the NDORS (National Driver offender Retraining Scheme) Trainers she works with. These trainers deliver Speed Awareness Courses Etc. There had been a lot of talk at the **ADINJC** conference about instructors putting their successes and achievements on Facebook, Twitter and Google + etc. Such as driving test passes, however Kathy pointed out that because the courses are run confidentially these trainers cannot shout about their successes they cannot shout about the possible difference they may have just made to a driver and the overall safety on all our roads.



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Using a driving school car with livery for an ADI Part 2 test

Letter to the DSA:

One of my PDIs has just sent me this letter, can you please confirm that a driving school car cannot now not be used to take a part 2 ADI test? My training car carries my driving school livery but does not display L plates.

According to her letter, she will not be able to take the part 2 in my car? Although according to ADI 1 Page 32 "The vehicle may carry advertisements but not L plates" she can take her test in my car, can you please confirm if she can or cannot?

If she cannot then does this mean the AA, Red or BSM will not be able to use their cars on a part 2 test?

Kind regards, Kathy Higgins Dip DI

DSA reply:

Kathy, I can confirm that your PDI can take the ADI Part 2 test in a car that is displaying advertising decals but it must not be displaying L-plates. Sorry for any confusion that the letter may have caused.

Regards, John Selbey - Sector Manager (ADI) – Area Support

Articles we have sent out via Email this Month

- Update to DSA's online business service - from Thursday 5th December 2013
- DSA direct debit and abolition of the tax disc from 1st October 2014
- DSA ADI standards check - examiner procedure published



And Finally...

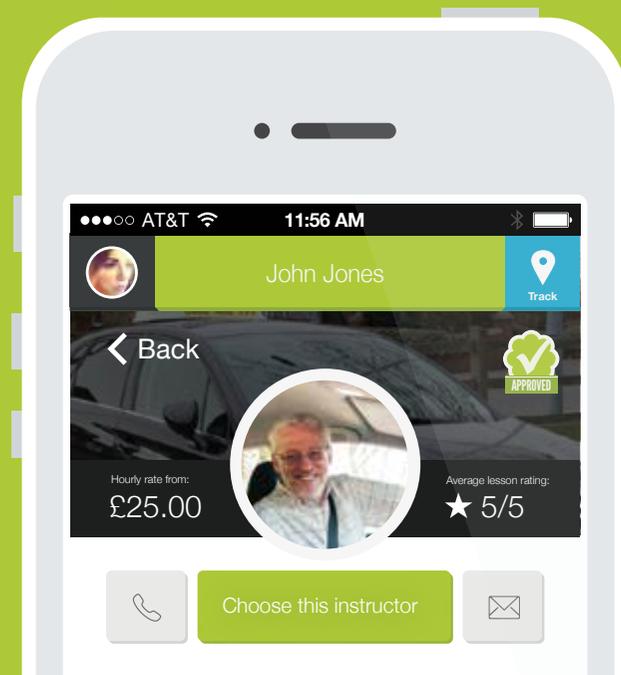
a quote...

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