

# MEMBERS NEWS

Issue No: 75  
March 2013



VAUXHALL



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Approved Driving Instructors National Joint Council

## Contents:

- 3** **From the Chair..... a monthly report -**  
The latest from Lynne and ADINJC
- 5** **Our 40th Anniversary Conference -**  
plans for this years conference
- 6** **Another successful Council Meeting -**  
pictures from last meeting
- 8** **Newcastle Check Test Workshop -**  
Feedback and images from the day
- 9** **Rosemary Thew's column -**  
the latest from DSA
- 10** **Road Safety Information -**  
news from Graham Feest
- 14** **Road Safety Ireland -**  
the latest from Tom Harrington
- 16** **Happy 40th Birthday ADINJC -**  
Peter Scott and 40 years of the NJC
- 18** **Member's Corner -**  
your news & latest details from DIPOD

## Your ADINJC Governing Committee for 2013

**PRESIDENT**  
Neil Peek - Suffolk  
president@adinjc.org.uk



**VICE-PRESIDENT & TREASURER**  
Peter Boxshall - Essex  
boxshallpeter@hotmail.com



**VICE-PRESIDENT**  
Bryan Curtis - Kent  
bryancurtis@btconnect.com



### EXECUTIVE OFFICERS

**CHAIRMAN**  
Lynne Barrie - Staffordshire  
chairman@adinjc.org.uk



**DEPUTY CHAIRMAN**  
Chris Porter - Bedfordshire  
depchair@adinjc.org.uk



**GENERAL SECRETARY**  
Sue Duncan - Plymouth  
secretary@adinjc.org.uk



**MEMBERSHIP SECRETARY**  
James Quinn - Birmingham  
membership@adinjc.org.uk



**LIAISON OFFICER**  
Clive Snook - Dorset  
liaisonofficer@adinjc.org.uk



**HEAD OF TRAINING**  
Nick Ibbott - London  
training@adinjc.org.uk



### COMMITTEE MEMBERS

John Ashton - Essex  
john.fairway@btinternet.com



Doug Birch - Gloucestershire  
doug.birch@btinternet.com



Richard Carrick - Bedfordshire  
ricardo.carrick@btinternet.com



Mark Hewison - Aberdeen  
flyingcolours@btinternet.com



Nick Ibbott - London  
training@adinjc.org.uk



Christine McLeod - Leicestershire  
christine.pda@me.com



James Quinn - Birmingham  
membership@adinjc.org.uk



Matt Stone - Northampton  
matt@letsinstruct.co.uk



Stuart Walker - Nottingham  
stuwalker.adi@gmail.com



### CO-OPTED COMMITTEE MEMBERS

Peter Scott - Leeds  
peter.r.scott@btinternet.com



Follow us...



## Members News:

Editor: Matthew Stone - 01327 844875

mdstone@hotmail.co.uk

Design and produced by:

Ideas4ADIs Ltd - 08432 899 118

info@ideas4adis.co.uk

www.ideas4adis.co.uk



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



The commemorations for the NJC's foundation back in 1973 are underway. We have been helping, guiding, representing and supporting ADIs for 40 years and what makes it very special indeed is that everyone who has helped on the governing committee in all that time has done so as a volunteer. Personally I've been on board for 6 years, first as General Secretary and now as your Chairman but I am well aware that there are so many determined and strong characters in the past that have made that possible.

I'm often asked why I put so much effort and time in to the running of the NJC: the answer is simple. I've enjoyed being able to make a difference to the industry and to help many PDIs and ADIs that I've had the fortune to meet along the way. I've made many new friends as well in that time. I decided a long time ago that I wasn't happy with issues in the industry but knew that if I wanted to make any impact at all I couldn't just sit in a corner and moan: I needed to actually try to make a difference. When the opportunity to join the NJC governing committee came along I don't think I was aware exactly where it would lead but it was a start and on reflection I am so pleased I came on board.

We held our council meeting this month in Dudley, West Midlands and had a really good attendance from representatives of our many local associations and groups. A report on the meeting follows in this newsletter: it has kindly been written by our newest GC member, Peter Scott from the Leeds Association of ADIs. It was a very productive meeting as we had a lot to discuss amongst the members there, but as ever it was also extremely friendly and welcoming. Please consider coming along next time if you are reading this and haven't been before. Comments included:

*"Thanks again for a great meeting"* **Phil Matthews DICE Chairman**

*"Thanks again for inviting me to do a short first aid talk, I had lots of welcome positive feedback and associations who want to book up a session"* **Jill Vincent Wilson South Staffs Deputy Chair and Heart Start representative.**

*"I found the people were friendly and down to earth, all there with the goal of helping to improve the ADI profession and road safety. It was a very informative morning, well worth attending."* **Dawn Woodward ADI**

*"As the President of the ADI CPD Club I was invited to attend the latest ADINJC Council meeting after the Club joined up with the ADINJC. It was great to see some familiar faces and also to get a chance to meet other keen and interested ADI's from around the country. The atmosphere was very friendly and relaxed and some thoughtful topics were discussed, including the future of CPD."* **Neil Snow MSc ADI**

The next meeting is on Saturday 1st June at the Village Hotel, Walsall.

We have completed another of the NJC check test training days, this time in Newcastle upon Tyne and the photos and comments are further on in this newsletter. We are also visiting Brentwood, Southampton, Nottingham and Leeds with the same check test workshop in April and May and hope to see many of you there. Congratulations go to Nick Ibbott for straight 6s in his own recent check test. Nick helps to run the courses and is our Head of Training; some of you may also know him from DIPOD, the podcast for ADIs.

The NJC are pleased to announce we have over 400 followers on Twitter now. No mean feat from an organisation that wasn't that savvy on social media! Just visit <http://twitter.com/ADINJChq> and click on the follow button. It really is the place to find the breaking news as we update it most days depending on what's happening. We also have over 200 ADIs taking part in very relevant debates on LinkedIn thanks to Stuart Walker our GC member, join us at [www.linkedin.com/company/adinjc](http://www.linkedin.com/company/adinjc).

Finally, we are now on Facebook and have just launched the page this month. Join in at [www.facebook.com/ADINJC](http://www.facebook.com/ADINJC). We are excited to know how the many of you will join us there and if you find it useful.



The NJC have put together your views on the 2 consultations that have been running recently at the DSA. Thanks to all those who sent in their views and for the discussions at the council meeting. Thank you also to Graham Feest, our Road Safety Advisor and chairman of IMTD, for his help to fully understand these consultations which are at times complex. The 2 consultations are on "Driving test language support" which closes on April 2nd and the "Motoring services strategy" which is now closed. The NJC completes all such consultations from the views gathered from our members.

From now on in the newsletter you will see news of our celebration conference and you can also keep in touch through our dedicated website at [www.adinjc-conference.info](http://www.adinjc-conference.info) Ticket sales are well underway so please book now to avoid disappointment later in the year.

It's interesting that CPD is still being discussed in the industry even though we know that currently the DSA have said it won't be compulsory. The NJC have always wanted it to be mandatory as we believe it would raise the standards in the profession and make ADIs more credible. We are concerned at the number of ADIs who do no CPD at all and who fall behind with current plans and thinking. We are still interested in your local association's views and votes taken at your meetings: we are recording the findings. It's interesting that currently our members are split 50/50 between wanting it to be mandatory and voluntary. It's a debate that will go on and in the meantime the GC, which is elected by you all, continues to want to see it being mandatory at some point in the future.

Enjoy the better weather and the new work and opportunities it brings,

Thank you for continuing to support us,

Best wishes

Lynne Barrie

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## Our 40th Anniversary Conference



The ADINJC have been running successful conferences for many years but none will match the epic conference which is being planned for 6th October 2013. The ADINJC was formed in April 1973 so this is our 40th Anniversary year and we are holding a mega conference to celebrate our continuing success.

There will be almost double the number of delegates, more trade stands and more speakers than ever before. Confirmed speakers so far include Lesley Young - DSA Chief Examiner, Dr Lisa Dorn, Diane Hall, Nigel Botterill and Toni Watkins Burton. Even the industry is getting excited about the event, Vauxhall is bringing a 1970's Vauxhall Viva to add a nostalgic feel to the day.

Until 1st August conference ticket price is £40 per delegate which includes a two course lunch and refreshments after which it will become £60. To date, more than 145 tickets have been sold, even though the conference is still about 7 months away.

Our usual venue is too small for us this year so we are moving to the Copthorne Hotel in Dudley. This is a very impressive hotel with superb facilities enabling us to deliver the level of quality conference which we have become famous for but on a much larger scale. We have negotiated a special rate for delegates who wish to stay the night before the conference. Simply say that you are attending the ADINJC Conference when booking and you will get a double room with breakfast for only £55.

The celebrations will begin on Saturday 5th October with a formal celebration dinner which includes entertainment, dancing and a 1970's themed meal. Tickets for the dinner will become available in July.

Whilst celebrating our own success we are keen to celebrate the success of others within the UK driver training industry. Individual ADI's or associations are invited to nominate individuals or groups of people who, in their opinion, have made an outstanding contribution to driver training. They don't even need to be ADINJC members, they could be politicians, road safety experts or in fact anyone who has made a difference. A panel will assess each application and the winners presented with their award during the conference.

To purchase conference tickets telephone **0800 8202 444** or visit [www.adinjc-conference.info](http://www.adinjc-conference.info)



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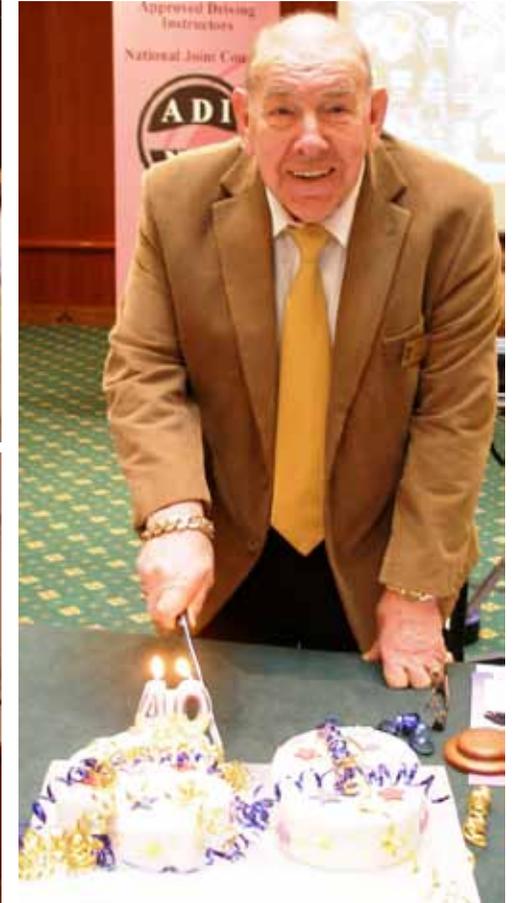
Lesley Young, DSA Chief Driving Examiner; Dr Lisa Dorn; Diane Hall; Nigel Botterill, UK Entrepreneur.  
Visit [www.adinjc-conference.info](http://www.adinjc-conference.info) for further information.

#### TOP TIP - STAY AND SAVE!

Why not stay the night before? Catch up with colleagues, come and say hello to the ADINJC team and join us for a celebration dinner! Book now to get a double room for only £55 (special rate)! See website for the celebration dinner prices.



# Another successful Council Meeting





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# Newcastle Check Test Workshop



Another successful workshop with delegates travelling from Dundee, Aberdeen, Norwich and Anglesey as well as locally.



Quotes from the day:

*A most excellent day, very informative* Lawrence McCraan ADI

*Excellent course, much needed information.* S Wood ADI

*Very enjoyable day, Thank you* Angela Lee

*Thoroughly enjoyed the day, will take a week to take it all in.* Neil Anderson

*Very enjoyable course, thanks* Paul Naylor



## Rosemary Thew's Column



### Upgraded booking system

The new, upgraded booking system for candidates and instructors was demonstrated to Transport Minister Stephen Hammond last month during his first visit to DSA's Training Centre at Cardington.

The re-vamped online practical test booking service is now easier to access from mobile devices like tablets and smart phones – ideal for ADIs who work on the move.

The new service is also in line with the Government's drive to offer more and better digital services to reduce costs and improve customer service as outlined in the recent Motoring Services Strategy, which is due to report this summer.

But DSA is already on the record as committed to become a 'digital by default' organisation by 2015, which means more than just transacting with our customers online. It involves working digitally by using technology to support remote and flexible working, improving processes through digital tools and maximising use of the information we hold.

### More arrests over fraud

DSA's Fraud and Integrity team took part in a successful joint operation with the Metropolitan Police on Wednesday 20 February.

Together with the police, DSA investigators raided a test centre in North London and arrested a driving examiner following an investigation into alleged bribery on practical driving tests.

At the same time, police officers elsewhere also arrested 2 driving instructors in connection with the same investigation. The driving examiner is suspected of conducting at least 100 fraudulent tests, with candidates paying up to £3,000 a time for a guaranteed pass.

Four test candidates have also been arrested, and around 100 licences are now being revoked. The operation was recorded by a BBC news team and a report on the arrests was broadcast on the national television news and the BBC News website.

Andy Rice, Head of Fraud and Integrity, said afterwards: "Although rare, when it happens, driving test fraud is a serious offence that puts the lives of innocent road users at risk.

"We have stringent procedures in place to ensure that any fraudulent activity will be detected. As this operation demonstrates, we take all allegations extremely seriously and will work with the police to bring offenders to justice."

### Don't lose livelihoods

With just under six months to go before Driver CPC comes into force for bus and coach drivers who have acquired rights, we are warning drivers of these vehicles and their employers to stay on top of training requirements or risk being fined or even losing their livelihood.

When the Driver Certificate of Professional Competence (Driver CPC) was introduced in 2008 and 2009 for those who drive buses, coaches or lorries for a living, new drivers entering the industry had to start taking the Driver CPC initial qualification. However existing drivers were awarded 'acquired rights' which took their previous experience into account.

To remain within the rules, all drivers must do 35 hours of periodic training every five years and the first deadline (September 2013) is looming for drivers of buses and coaches with acquired rights.

Lorry drivers with acquired rights have just over 18 months to comply, as do 'dual category' drivers who have an entitlement to drive both bus/coaches and lorries on their licence.

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## Mot Test Changing

The MOT test changes on 20th March 2013 to include more examinations of all vehicle types.

The changes are to comply with new European requirements on roadworthiness and include additional checks on brakes, steering, suspension and lighting. These changes will not affect the basic cost of a test.

VOSA has said that these changes are as a result of the European legislation but will not affect the basic cost of a test.

## Commercial Vehicle Registrations – Mixed Picture

Commercial vehicle registrations rose in February and across the twelve month period gains in van registrations lead the charge and offset a drop in the number of new trucks hitting the road.

Figures from the Society of Motor Manufacturers and Traders show that the number of vans registered rose by 11.8% to 9,149.

In all 25,198 vans have been registered so far in 2013, an increase of 11.9% on the same period in 2012.

Truck registrations fell by 16.3% to 2,187 units.

So far this year the total number of truck registrations is down 18.2% to 5,069.

The strongest increase is taken by pickups a 72.2% increase in registrations in February to 1047.

Vans between 2.5 and 3.5t continue to take the lion's share of all registrations with 5,215 in February and 13,299 so far this year.

The biggest percentage fall came in the 4x4 category, dropping 53.7% in February, while rigids between 6.0 and 16t also fell 32.7% in February and 33.1% year-to-date.

## Check List

Peter Rodger FAIRSO has written for the IAM this week some helpful tips about carrying children in the back of cars.

- Following too close to the car in front limits the time you have to react.
- Leave a minimum gap of two seconds between you and them and you'll be more able to spot hazards and keep your kids safe. On the motorway, if you can read their number plate, you're driving too close.
- Keep them occupied by introducing games that promote and reward quiet behaviour without needing the driver's direct involvement.
- Portable games consoles or in-car DVD players will keep kids occupied for hours. But don't forget the headphones – the soundtracks can be just as distracting as the children.
- If you are planning a long journey, make sure you're organised – take plenty of food and drink to avoid constant demands from the back seats.
- Allow extra stops. Find somewhere for them to stretch their legs and let off steam, such as a playground or a park.
- Have a plastic bag (without any holes!) with you in case of travel sickness.

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**Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km) and CO<sub>2</sub> emissions (g/km). Vauxhall range (excl. Ampera): Urban: 14.4 (19.6) - 76.3 (3.7), Extra-urban: 27.4 (10.3) - 91.1 (3.1), Combined: 20.6 (13.7) - 85.6 (3.3). CO<sub>2</sub> emissions: 324 - 88g/km.**

## Road Safety Information (cont'd)

Graham Feast  
ADINJC road safety advisor

- A second adult in the car to look after the children makes a massive difference, leaving the driver to concentrate on driving.
- Don't turn round to deal with fighting kids while you're still in motion – find somewhere to stop first.

Children can be noisy, disruptive and distracting, especially if they get bored. The trick is to keep them occupied as much as possible and to keep your attention on the road.



### The Ongoing Pot Hole Saga

Plymouth councilors have agreed to invest a further £2m a year to prevent potholes on city roads over the next decade.

The extra £20m funding was agreed by the council at the annual budget setting meeting.

The cash will be spent on lasting road resurfacing which the council said provides better value than short term patching.

The funding, part of which will come from income from bus lane enforcement cameras, means the council will be spending a total of £5.1m on road maintenance over the next year.

The RSTA Patch Repair Sub-Committee aims to develop a new industry Code of Practice covering the wide range of patch repair techniques.

The Code, which is expected to be made available later this year, will provide a single point of reference. RSTA will be seeking client endorsement for the Code which will also meet the requirements of Sector Scheme 13 registration.

### New Motorway Junction

Construction of a new motorway junction will start next month to open up the South Staffordshire business park.

The joint venture has seen Wolverhampton City and Staffordshire County Councils invest £40m in the motorway junction and other infrastructure on the site.

The cash will be repaid back through future business rates collected by South Staffordshire Council.

Contractor Birse Civils will begin the main construction works during the w/c18th March 2013.

The planned construction will include the building of a new road bridge over the M54 motorway to the west of the existing junction 2 (A449). The existing junction slip roads will be extended and new roundabouts constructed to allow full access to the site.

The brand new junction is expected to be completed towards the end of 2014 and will involve a number of overnight motorway closures, although these will be kept to a minimum.

A temporary 50mph speed restriction will be in place throughout the works and narrow lane running will be in operation. Lane closures on the slip roads to the west side of junction 2 of the M54 will also be in place.

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## Road Safety Information (cont'd)

Graham Feest  
ADINJC road safety advisor

### New Link Road In Cornwall

The Government has released vital funding to build a £27m road link in Cornwall, hoped to kick-start regeneration in the old industrial heartland of the county.

The new east-west road will link Camborne, Pool and Redruth.

Cornwall County Council will receive £16m from Government, funding the balance for the project itself. The road scheme is expected to create more than 5,500 jobs and 7,500 homes over 20 years.

The Camborne-Pool-Redruth package was one of the schemes given funding approval last year as part of the Spending Review process. Work is due to complete in November 2014.

### Drug Driving

The government has confirmed its intention to introduce a new offence of being in charge of a motor vehicle with a controlled drug in the body.

The new offence coincides with the launch of an independent expert panel report which analyses research on drug driving and makes recommendations on the drugs to potentially be covered by the new offence.

Later in the year the Government will make specific proposals regarding the drugs to be covered by the regulations and these proposals will be subject to a public consultation. The final proposals will then need to be approved by Parliament before they can become law.

In a written statement to Parliament, Stephen Hammond road safety minister, said:

*"Drug driving is a menace on our roads with an estimated 200 drug driving-related deaths a year in Great Britain.*

*The government has a zero tolerance approach to illegal drug use and it is important that we send the strongest possible message that you cannot take illegal drugs and drive.*

*In order to tackle this threat to safety on our roads, the Government is introducing a new offence of driving or being in charge of a motor vehicle with a specified controlled drug in the body. The new offence is included in the Crime and Courts Bill, currently before Parliament. It will enable more effective law enforcement and help to keep our roads safe.*

*Last spring, the department commissioned a panel of medical and scientific experts to provide technical advice on drugs to potentially be covered by the new offence. The panel has concluded its work and I have published their report.*

*The government will carefully consider the panel's recommendations. In doing so, we are clear that the design of the new offence must send the strongest possible message that you cannot take any amount of illegal drugs and drive.*

*At the same time the government must consider the position of those who legitimately and safely use medicines which may contain controlled drugs. We must ensure that the new offence would not unduly penalise drivers who have taken properly prescribed or supplied drugs in line with medical advice."*

## Approved Driving Instructors National Joint Council

[www.adinjc.org.uk](http://www.adinjc.org.uk)



# Guess who just got a Grade 6 Full Day Check Test Workshop



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Brentwood	10 <sup>th</sup> Apr	2013
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Nottingham	29 <sup>th</sup> Apr	2013
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## GoSafe Cameras – ‘Abject Failure’

On Thursday 15 February 2013 at Westport District Court Co. Mayo, Judge Mary Devins hit out again and criticized the Government’s decision to give the GoSafe company responsibility for operating speed cameras and prosecuting offenders. Judge Devins previously criticized the GoSafe system in court last December saying the idea might have ‘sounded great’ in Dail Eireann, it was clearly not effective in court. After listening to one case – which she later dismissed – the Judge referred to the GoSafe speeding campaign an ‘abject failure’. The case centered on the following facts: the certificate presented was questioned as it could have been produced by a photocopier and it was neither signed nor authorized. The photographic images comprised of one indistinguishable image and a second that resembled a ‘montage’. The defendant had tried to pay the fixed fine at the post office but they refused to accept payment as the vehicle’s registration was entered incorrectly. She also phoned the Garda fixed penalty office so often that she built up a friendship with some of the employees. Judge studied the photographic images and the documents and said: “This Gosafe campaign doesn’t seem to be working”. She then dismissed the case.

- Note. The new speed cameras introduced in 2010 have earned more than €10m to the end of 2011 in revenue for the authorities.
- In November 2010, more than 750 cameras were placed in 518 sites throughout Ireland.
- The number of drivers caught speeding has risen sharply since last year, with almost 100,000 motorists receiving penalty points in the first six months alone.
- The authorities refer to GoSafe cameras as safety cameras, whereas they are simply cameras deployed to defect motorists who are exceeding the posted speed limit. Hence they are speed cameras.
- Many people refer to them as ‘electronic muggers’.
- There has been many attempted burnings of Gosafe vans since they were introduced.

## Ill-fitting Windscreens

As many as 90,000 motorists may be driving around with badly fitted windscreens which could cost them their lives in a crash, an Oireachtas committee has heard. A survey estimated that between 59,000 and 90,000 cars could have had their windscreens incorrectly replaced with inferior materials. Autoglass Ireland said a windscreen accounted for up to 30pc of the structural integrity of a car. It also helped the roof collapsing in the event of a car rolling over in a crash. A survey commissioned by Autoglass Ireland and carried out by the UKs Transport Research laboratory found that more than 35pc of replaced windscreens had a safety issue, with more than 14pc of these rated as serious. The study found that some windscreens were so badly fitted they could be pushed out by hand. Autoglass Ireland general manager Heiner Hertz said the “shocking” study showed that some windscreens were being replaced with inferior materials and incorrect practices which could have a serious impact on the motorist. He added “The result of this practice is that corners are cut and lives of motorists are put at risk”.

## Operation ‘Light Up’

From 20 February 2013, motorists with missing or broken headlights face the prospect of a €60 on-the-spot fine. Garda announced a major crackdown on defective lighting after it emerged that one in five cars on the road is failing the NCT because it has not proper lighting. A national operation called ‘Light Up’ was launched on the 20 /21 February, where cars, trucks and motorcycles will be stopped at checkpoints and fined if not compliant. Garda are also concerned that people are using fog lights when they are not needed, which can cause collisions because the high-intensity beams can dazzle and distract other

drivers. Assistant Garda Commissioner Gerard Phillips said: “We are advising the public of what will be happening in advance. We would prefer to have the defect remedied rather than prosecute. Too many people are lax when one light or bulb blows, but the simple reality is that your range of vision is severely compromised, plus others may find it difficult to see you. In simple terms, a one headlight car could be mistaken for a motorcycle or make it impossible for you to see that pedestrian out walking because you have reduced your range of vision by 50pc.”

Road safety Authority CEO Noel Brett said that last year over 550,000 cars were found to have defective lights at the NCT – one in five of the national fleet. He urged motorists to slow down and help reduce the carnage on our roads. “It has not been a good start to 2013 for road safety,” he said. “Thirty lives tragically cut short, all avoidable deaths.”

Note. There were 15 road fatalities to the end of Feb, 2 more than the same time last year.

## Not So Green

According to an official European Commission study manufacturers are exploiting test loopholes to make their cars appear ‘greener’ than they are. The analysis from three consulting firms found that cars can be a good deal less fuel-efficient than their official figures suggest. Using certain kinds of tyres or driving on exceptionally smooth road surfaces during tests could push down fuel consumption by significant amounts. The European Commission is revising the testing laws but experts do not expect this to close all the loopholes. According to a report in ‘Automotive News Europe’ the use of extreme conditions to boost fuel consumption could account for about a third of the recorded drop in average carbon dioxide emissions in the EU between 20002 and 2010. It quoted an unnamed source saying: “The industry is running rings around this procedure.” EU consumer organization BEUC calculates that the “flexibilities” in testing mean annual bills could be €135 more in fuel for those driving an average of 14,000 a year.

## Safest Cars

Last year EuroNCAP published results for 36 vehicles on the European market that were put through their searching examination on a whole range of areas in each car. Of the total tested, eight with five-star ratings were singled out. That’s because they had ‘performed highly’ in each of the four individual marking criteria. These are;

- Adult occupant protection
- Child occupant protection
- Pedestrian protection
- Safety assist systems

The cars are the Renault Clio, Volvo V40, BMW 3 Series, and FIAT 500 L, Ford B-Max, Ford Kuga, Hyundai santé Fe and Ford Transit van. The Volvo V40 got the highest combined score of any car previously tested. Meanwhile, it named the ‘underperformers’ as the Jeep Compass and the Renault Trafic. The tests involve crashing cars to see how they fare in such a crisis. But the tests are complex and much broader now, with emphasis on how the cars protect their occupants. There is much emphasis on safety these days, with the majority of cars hosting a big array of airbags, driver aids and alerts.

## DSA LGV Automatic Driving Test

The Driving Standards Agency (DSA) has announced plans to allow trainee LGV drivers to take their practical test in a truck with automatic transmission. Currently, all vehicles presented for test must have at least eight forward gears, which is achieved using a variety of manual transmissions. New legislation to be implemented later this year will do away with the minimum number of gears required and the use of two pedal transmissions. The only stipulation is that the truck must have a manual selector facility (such as a paddle) to allow the driver to change gears manually, if required. Tests for Ill Drivers

Drivers with serious medical conditions including heart problems, epilepsy, depression and cancer face



the prospect of being put off the road for six months or more until their illness is treated. New medical guidelines say that in certain cases they must stop driving until their doctor is satisfied their condition is being treated or under control. Motorists will be legally responsible for informing the Road Safety Authority (RSA) – who are now in charge of driving licences – if they have been declared unfit to drive. Also, doctors will be encouraged to tell authorities if a patient continues to drive after being told they were medically unfit. Drivers who refuse to follow medical advice and are involved in an accident may find that insurance companies may refuse them cover, being sued by injured parties and prosecution. The guidelines were developed by the Office for Traffic medicine at the Royal College of Physicians of Ireland in consultation with motoring groups, doctors, Gardai and the RSA.

Note. An email arrived this morning – Monday 25th February entitled “The New National Framework for Traffic Medicine in Ireland”, announcing the launch of the new – Medical Fitness to Drive Guidelines on Friday 22nd February which can be downloaded from the RSA website. It also stated that a public meeting to explain the new guidelines will take place in the Royal College of Physicians of Ireland in Dublin the same night Friday 22nd February at 6.30pm.

## Speeding Minister Resigns

Chris Huhne, Britain’s former energy minister has been exposed as a serial liar who was prepared to ruin his relationship with his son and run up taxpayer funded bills of £250,000 in his effort to cheat justice. Mr. Huhne “fell on his sword” in disgrace and faces the prospect of prison after he finally admitted asking his former wife to take speeding points for him. Mr. Huhne exhausted every legal option open to him to avoid trial, arguing that there was no case to answer and that any trial would be an abuse of process. Allegations that Mr. Huhne had persuaded his wife to claim she was driving his car so he could avoid a driving ban surfaced in newspapers in 2011, when Mr. Huhne dismissed the reports as “simply incorrect”.

Comment. Over the years a number of GB ministers have resigned over one scandal or another. One that springs to mind is the 1960s “Profumo Affair” which helped to topple the Conservative Government under Harold Macmillan. When MPs scandals are uncovered and exposed the tendency is to do the honourable thing and resign from office. However, Irish politicians are made of much sterner stuff. They will put up a robust defence, will not admit “mea culpa” and brazen it out to the bitter end and sometimes with support from their colleagues. They will not sacrifice their career and livelihood in admitting an error like an executive or other public figure who resigns in shame. It is difficult to determine the exact benchmark of wrongdoing where a minister would be compelled to resign. One recent instance saw an Independent TD under declare €1.4m VAT to the Revenue Commissioners. He eventually agreed and settled his VAT liability for €2.1m and the Director of Corporate Enforcement – Paul Appleby – did not pursue the issue. The TD concerned still sits in the Dail and enjoys his salary and all the associated perks. One cannot expect that a mere driving offence even one that could possibly pervert the course of justice to be sufficient grounds to force an Irish TD to “fall on his/her sword”. D/D Research Pioneer Dies

Herbert Moskowitz former professor at UCLA and California State L.A. has died at 87. He was an experimental psychologist whose pioneering research helped produce standardized field sobriety tests and pushed policymakers to set lower legal limits for intoxicated drivers in the US and elsewhere. With a background in physics as well as psychology, Moskowitz devised rigorous experiments including early use of driving simulators that demonstrated drivers growing impairment as they consumed increasing amounts of alcohol. His research found that even a single drink, a much smaller amount than previously believed, could significantly slow the brain and raise drivers risk of a crash.

Moskowitz devoted himself to understanding the relationship between blood-alcohol levels and skills related driving, developing sensitive behavioural tests that measured vigilance, rates of information

processing and reaction times among other factors. He was especially well-known for studies showing the effects of alcohol on tasks that required divided attention, commonplace in driving. In a 2000 study funded by the National Highway Traffic Safety Administration, (NHTSA) one of many he published on the subject, Moskowitz found that skills requiring such mental shifts began to degrade at levels well below the 0.05% blood-alcohol level. Through the Southern Californian Research Institute, a non-profit entity he founded, he and his colleagues also conducted research that led to the uniform three-test battery of field’s sobriety exams in the US used by police departments across the country.

## Beware - Hidden Fee!

The Road Safety Authority (RSA) are advising instructors and their clients to book their tests only through the official RSA website - [www.rsa.ie](http://www.rsa.ie) They are concerned about the number of websites that offer a booking service for the Driver Theory and Practical Tests in Ireland. These sites charge a commission of €25.00 per test in addition to the driving test fee of €85.00 which is set by the Minister for Transport.

## Crooked Driving Examiner (GB)

A London based driving examiner has been jailed for two and a half years for taking bribes for driving tests. The 49 year old examiner pleaded guilty at Wood Green Crown Court to two counts of soliciting bribes and one of accepting a bribe of between £80 and £1,000. The examiner from Lincolnshire was born in Poland but came to the UK in 1990. Andy Rice, Head of the DSAs Fraud and Integrity said that 39 driving licences had been revoked because of the examiner’s actions and the lack of confidence in those tests. He added “cases like this are incredibly rare but actions like his can put people on the roads who are not properly tested and that are why it is taken so seriously.”

## Top Car

The Ford Fiesta – a popular choice by many driving schools – was Europe’s best-selling small car in 2012. It was the most popular car overall – with one sold every two minutes. Last year, Ford sold 953,174 cars in the 30 European markets monitored by the automotive data-intelligence provider JATO Dynamics. Ford is currently launching the new Fiesta in Europe. The model is redesigned inside and out and offers the 1.0-litre EcoBoost petrol engine – the 2012 International Engine of the Year. MyKey, a Ford-exclusive technology, allows parents to encourage safer driving and limit their teenager’s exposure to risk behind the wheel. It is also equipped with Ford SYNC, a voice- activated in-car connectivity system, and SYNC Emergency Assistance, which directly connects vehicle occupants to local emergency services operators after an accident. White Knuckle Drive (Cheveux elever en voiture)

A driver sped through northern France at 125mph for more than 100 miles after his car speed regulator jammed and his brakes failed. The driver had set out in his Renault Laguna to visit his local supermarket, but ended up in a Belgian ditch after an hour-long white-knuckle drive escorted by police cars around northern France. The 125-mile journey – in which the driver saw “his entire life flash before his eyes” – ended when he finally ran out of petrol. The driver was on a dual- carriageway when the speedometer, which had been specially adapted for disabled drivers, jammed at 60mph. Each time the 36-year-old driver tried to brake, the car accelerated instead of slowing down. Three toll stations were obliged to raise their barriers as the petrified driver approached escorted by several police vehicles.

The driver said it was not his first speed jamming incident but that Renault had looked at the car and said they had fixed the problem. The driver’s lawyer said he would file a legal complaint over “endangerment of a person’s life” Renault said it would await results of testing.

## Young Driver

A six-year old girl crashed her mother’s car while trying to drive across town to visit her father. The mother was apparently asleep when the girl - who lives in Pittsburg - took the keys.

*And finally ...* Horse-power was a lot safer when horses had it.

# Happy 40th Birthday ADINJC

Peter Scott



What were you doing back in 1973? It seems such a long time ago now, but local instructors were busy organising themselves into groups (local associations), to represent their interests and concerns at local and regional levels, as things were not good at that time. What was also needed, though, was a national organisation, a body that would help the local associations to consolidate, and so become representative of the individuals in a more powerful recognisable single entity. There was a lot going on in the world of driving and driving instruction back in 1973, and so it was a good idea to build an organisation that would represent the interests of all driving instructors across the country. Such a vision was what gave birth to the NJC.

Believe it or not in 1973 the UK was going through a severe depression, financially the country was on its knees, fuel supply chains were inconsistent / broken, and the spiralling cost of fuel was impacting on our day-to-day cost of living. Sound familiar? I thought so too! The ADINJC was created to help to support the local ADI at our greatest time of need, and, 40 years on, this need is with us again today. We need the ADINJC as much today, if not more, as we did back in 1973.

Representing Leeds Driving Instructors Association (LDIA), who affiliated with the ADINJC in 2012, I was asked by Lynne Barrie the ADINJC Chairman, to review the Council meeting held Saturday 2nd March 2013 at Copthorne Hotel, Dudley, DY5 1UR, and the location of the 40th Anniversary Conference on Sunday 6th October 2013. She also asked for some comments on the hotel as our chosen venue.

The Copthorne is an excellent choice, very central in the country, and within a 10 minute drive of M5/J2. The facilities are spacious and airy, and the area for our conference is first class in the main Conference suite. Last year there was an issue with there not being enough room for mingling around the trade stands, but the lobby space at this hotel is much more generous. I do not believe the "congestion zone charge" will have to be applied this year, making life much easier for the people working and visiting the stands.

At the Council meeting, it was refreshing to see a fully attended meeting with representation from all parts of the UK, including the North of Scotland! ADINJC is truly a national organisation. The agenda was well structured, and the meeting kept pace and interest throughout. The Chairman gave everyone ample opportunity to participate in the debate and when a consensus was needed the Chairman was careful to control a democratic vote with a show of hands, or a round-the-table poll.

The executive are keen to reach out to the media more, so as to better represent the views of the membership (you the ADI), and so much more work is now taking place on external awareness and promotion of ADINJC activity. The Council have appointed a member to manage these aspects and the executive want to exploit all traditional and "new media" channels as effectively as possible to get your key messages across.

The new role was created to manage media contact, including press, TV, and electronic (internet-based)

channels. In a way, you may say, at 40 years of age, the NJC is "coming of age".

ADINJC is keen to work with the other national associations and, where possible, present a united front where there is broad agreement over major issues. As the founding basis of the NJC was that of consolidation, where it is possible to harmonise, it was clear this was what the executive wanted the Council and the NJC to achieve.

The ADINJC charity for this year is RoadPeace, a charity devoted to supporting the victims' families of tragedy brought about by road accidents. Why not raise some money in your local area for this charity and bring your contribution to the conference?

The Council will meet again on Saturday 1st June 2013 where final plans will be laid for the 40th Anniversary Conference, so watch this space. Further information can be obtained about the conference at [www.adinjc-conference.info](http://www.adinjc-conference.info)

Finally support ADINJC by following it on its new twitter account – just search for ADINJC on your twitter account or go to <https://twitter.com/ADINJC>

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- Website at [www.adinjc.org.uk](http://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
- Join us on LinkedIn, Twitter and Facebook

### 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
- Regular Council Meetings to which member organisations can send 2 representatives
- Training courses which qualify as CPD
- Our own Road Safety Advisor, Graham Feest, who updates us regularly
- Special discounts and packages for training aids
- Business tools and ideas to increase your profits
- Terms and conditions to use in your driving school

### FRATERNAL

- Expert advice and information available from our helpdesk for your peace of mind
- Help for individual members who have concerns with the DSA, pupils or the public
- 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](mailto:liaisonofficer@adinjc.org.uk)*

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## Member's Corner

### DIPOD

Peter, Nick, Steve Rigby and our guest Lynne Barrie in the studio.

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- Bogus Crashes
- Waving
- DSA News
- Reforming Agencies
- New DSA Booking Service

You can find the show by clicking [www.dipod.co.uk](http://www.dipod.co.uk)



Dear Editor,

The topic of suitable insurance when taken a car test has always caused controversy in the industry. Is Policing the matter difficult or is it perhaps being made difficult by how the topic is being approached by the DSA? I do not know if the current system has ever been in a position where it has been tested? If it ever was I would imagine that it could be very controversial. The reason I make that point is because as the DSA are the provider for testing, they therefore have a responsible for all test and any necessary documents to allow that test to proceed. I cannot see how a signed declaration by a customer can exempt the DSA from their responsibility. The answer to this problem seems to be quite simple.

If a candidate arrives for test they have to provide both parts to their License, they would be turned away if it they could not comply to this request. It may seem unfair but that is the ruling. The same level of important should be given to insurance cover. So when it comes to the question of valid insurance for a test, all that is needed is for candidates to be asked to provide a cover note for the test.

You know that ADI/s and their driving schools already have that cover. For other customers attending for test they would be asked to confirm their insurance by fact instead of suggestion. No cover note stipulating test cover NO TEST! I feel that this approach is simple, possible and would eliminate the possibility of any unwanted indiscretions in a very short time.

Yours Faithfully,

Charles Owens(ADI)

### Articles we have sent out via Email this Month

- DSA laden testing update
- Your chance to influence the future of our industry
- New rule for drivers on eyesight and epilepsy



### And Finally...

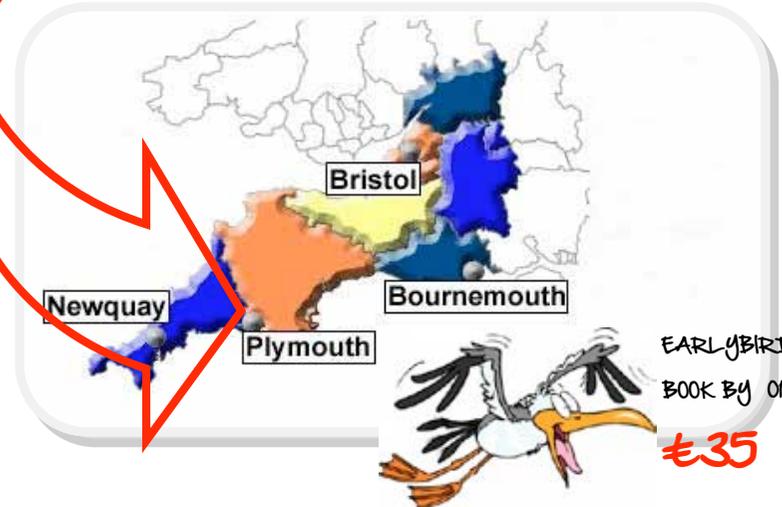
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Aristotle



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