



Milton Keynes



Advanced Motorists

Group Newsletter

February 2012

MKAM Winter Newsletter

- 1 Chairs Chat
- 2 Congratulations
- 3 Basic Guidance Reminder
- 3 Newsletter and website editors requests for more stories!!
- 4 What's the difference between IAM and MKAM membership
- 4 Tips for saving money at the Pumps
- 5 Safe Young Drivers must be rewarded IAM press release
- 6 The fast and the curious
- 7 Beautiful roads
- 9 Commentary Suggestions
- 12 Events – Better Riding course/Better Driving Course
- 14 Events continued – Silverstone Skid and Lotus Exige
- 16 Adverts
- 19 Contact details

Distribution of Newsletter

If your email bounces or if you've requested a paper copy that will be sent snail mail. If you want the newsletter sent by email please let us know your up to date email address.

Chair's Chat

Welcome to the MKAM Group Newsletter.

Well the snow has gone for now – and it seems to be getting a little warmer! The snow drops are just poking their heads through the soil and Spring must be around the corner.

Ok people we need a newsletter editor – there must be someone out there who works with a computer and is interested in compiling the newsletter once a quarter???

Please.....This issue is a bit light due to time constraints –sorry!

That aside, we have a few events in the offing – Rods Better Riding Course and Silverstone Skid cars and Lotus Exige.

Coming and Goings at committee

Welcome to Alan Smith who has recently joined the committee in a marketing/publicity role and welcome back to Rod Hardie (who is back as Bike Chief Observer for the time-being), and to Jules and Hugh Rosier (who are covering membership secretary between them). Thanks to Neil Dix who is standing down from committee and to Chris Clarke who is also standing down from committee.

So lots of changes at committee level, but hopefully all is running smoothly.

It was my pleasure to finally present Jamie with the Woodsford trophy at our committee meeting in January (he was due to be awarded it at the AGM last year).

The MDU will be out an about again, so please if you can spare a few hours come along and talk to people about advanced driving/riding. We will put the dates out as soon as they are compiled.

Congratulations to the following members for passing their Advanced tests since the last newsletter.

Car Section

Associate

Barrie Mayer

Jeff Mainwaring-Samwell

Joe Scott

John Dormer

Michelle Saint-White

Christine Mitchell

Lucy Jago

Observer

N Ward

M Arnold

N Dix

A Dalley

F Rolfe

D Telfer

C Bourne

Bike Section

Associate

Mark Mitchell

John Seamarks

Paul Viney

Neil Whiting

Dennis Jones

Ian Hounslow

Observer

Dave Tofield

Ian Souter

Steve Peskett

Chris Clarke

Tony Kockelbergh

John Pragnell

Extra special congratulations go to Ian Hounslow as he is our first F1rst pass – which means he got all 1s across the board on his test!

I'm really sorry if we have missed you, please get in touch.

Basic Guidance

PLEASE

PLEASE

PLEASE

If you are unable to attend Basic Guidance, let us know.

We have observers sitting around drinking tea, when they should be taking people out!!



Please remember that the observers are giving up their Sunday mornings for you.

For the cars - If you are due to attend but for whatever reason are unable to make it, then please let Louise know on 07801734635 or louise@mkam.co.uk even if it is 10am Sunday morning, but preferably ASAP.

For the bike section, please contact Jules on jules@mkam.co.uk prior to the day in order she can allocate to observers or on 07793893902 on the day.

Likewise if you cannot make a 1 to 1 session with your observer, please let them know as soon as you can.

WEBSITE and NEWSLETTER EDITOR REQUESTS

Don't forget to look at the website and facebook for more up to date information between newsletters – everything goes on there first!

<http://www.mkadvancedmotorists.org.uk/group/>

However we do need items to go on the website so if you see anything or would like to write something please send them to Jamie contact details on the back page.

This also goes the same for the Newsletter, any input make the Newsletter Editors job much easier so if you'd like to write an article please send them to Louise@Mkam.co.uk

What's the difference between IAM Membership and MKAM Membership?

This often causes confusion. IAM – The Institute of Advanced Motorists is the head office and our governing body and MKAM (MK Advanced Motorists) is us - your local group and we are affiliated to IAM.

When you buy your Skill for Life package either through us or IAM, we deal with the training and IAM deal with the paperwork and the test. You automatically become an associate member of the IAM and your local group (if you're reading this probably - MKAM) for 1 year.

At the end of that year, it costs £31 per year (£28.50 if paid by Direct Debit), with payment going direct to IAM Head Office in London to stay as a member of IAM.

Payment of this is required to maintain your IAM membership and to allow you to receive the IAM 4-monthly magazines. It also allows you to qualify for IAM Surety Insurance products as well as other IAM discounts. For a full list of these benefits, see the Member Benefits section of the IAM website by clicking [here](#). IAM Head Office should contact you when your IAM Membership Renewal is due.

Then it's £15 to stay as a member of MKAM.

Payment of this annual membership not only allows your local Group to continue its work in improving Road Safety within MK area, but also ensures that you continue to receive our Newsletters, member discounts and invitations to any events that are organised. The MKAM membership renewal is due for all Full Members on 1st April each year and the membership years runs from then until 31st March the following year. The Membership fee is the same regardless of whether you are a member for cars, motorcycles or both.

If you are still undergoing guidance you have to be a member of MKAM and IAM or unfortunately our observers are not insured to take you out.

After you pass your test, you don't have to remain a member of either, however we really don't want to lose you! 😊

Tips to Save Money at the Pump

Only buy or fill up your car or bike in the early morning when the ground temperature is still cold. Remember that all service stations have their storage tanks buried below ground. The colder the ground the more dense the petrol,

when it gets warmer petrol expands, so buying in the afternoon or in the evening....your litre is not exactly a litre. In the petroleum business, the specific gravity and the temperature of the petrol, diesel and jet fuel, ethanol and other petroleum products plays an important role.

A 1-degree rise in temperature is a big deal for this business. But the service stations do not have temperature compensation at the pumps.

When you're filling up do not squeeze the trigger of the nozzle to a fast mode. If you look you will see that the trigger has three (3) stages: low, middle, and high. You should be pumping on low mode, thereby minimizing the vapours that are created while you are pumping. All hoses at the pump have a vapour return. If you are pumping on the fast rate, some of the liquid that goes to your tank becomes vapour. Those vapours are being sucked up and back into the underground storage tank so you're getting less worth for your money.

One of the most important tips is to fill up when your Petrol tank is HALF FULL. The reason for this is the more Petrol you have in your tank the less air occupying its empty space. Petrol evaporates faster than you can imagine. Petrol storage tanks have an internal floating roof. This roof serves as zero clearance between the Petrol and the atmosphere, so it minimizes the evaporation.

Another reminder, if there is a petrol truck pumping into the storage tanks when you stop to buy Petrol, DO NOT fill up; most likely the petrol is being stirred up as the Petrol is being delivered, and you might pick up some of the dirt that normally settles on the bottom.

Safe Young Drivers must be rewarded

The IAM (Institute of Advanced Motorists) is calling on the government to work with insurers to offer discounts on premiums for young drivers who take further driver training, ahead of the Transport Select Committee's report on the cost of motor insurance, published tomorrow. The IAM also wants to see a review of the driving test, to ensure that it is fit for purpose.

The committee of MPs has been investigating the high cost of motor insurance. Premiums have risen significantly over the last few years and this is having a big impact on young drivers.

The average car insurance premium for young males aged 17-22 is £2,977*, more than three times the average premium of £907. For young females the average premium is almost twice as much as the average at £1,682. The

figure for females will rise further in December when new gender equality laws come into effect.

A survey commissioned for the committee found that 21 per cent of young drivers had considered driving without insurance*¹, and nearly a third (30 per cent) have considered altering the information they provide to insurance firms in order to secure a lower quote.

A recent IAM survey of 2,000 novice young drivers*² found that only half reported positively on feeling fully prepared for driving on their own. There is a real need to ensure that young drivers are fully prepared for driving on their own, with reasonable insurance premiums to discourage them from breaking the law by driving uninsured.

Seventy four per cent of novice drivers said that they would definitely take further training if it saved them money on their car insurance. The driving test needs to be reviewed, and a system of post test training, linked to cheaper insurance, introduced.

IAM chief executive Simon Best said: “The simplest way to reduce insurance premiums is to prevent accidents. This is especially true for young male drivers who are most at risk of being involved in an accident. We need to start rewarding good drivers by encouraging further driver training through cheaper insurance.

“Pass Plus no longer provides a respected or effective training offering. The government, insurance and road safety industries need to work closely together to develop a better, universally recognised option – a partnership which the IAM is keen to be a part of. *IAM press release*

The fast and the curious

Sixty-two per cent of young male novice drivers think they are more skilful than the average driver, according to the IAM’s latest report, *The fast and the curious: young people’s attitudes to driver training*. Only 32 per cent of young women say the same.

Young, novice drivers are the highest risk group on our roads, and male drivers between 17-29 are more than twice as likely to be killed or seriously injured as young female drivers*. Thirty per cent of car occupant fatalities are drivers aged 17-24, or passengers of a driver aged 17-24*¹, yet this age group makes up only eight per cent of all driving licence holders*².

The report also highlights the fact that young drivers are much more likely to take post-test training if there are proper financial incentives – reduced insurance premiums would encourage three-quarters of young novice drivers to consider further training.

IAM chief executive Simon Best, speaking at the IAM's annual lunch today, said: "Young male drivers suffer from a lethal combination of overconfidence and inexperience. They don't need curfews and other restrictions on their driving; they need to practice and gain driving experience safely.

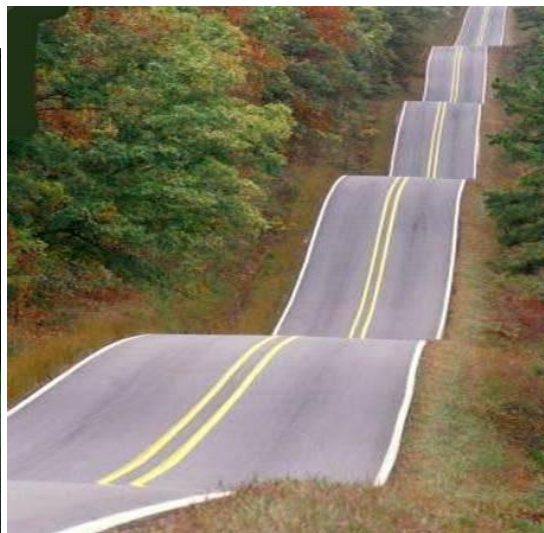
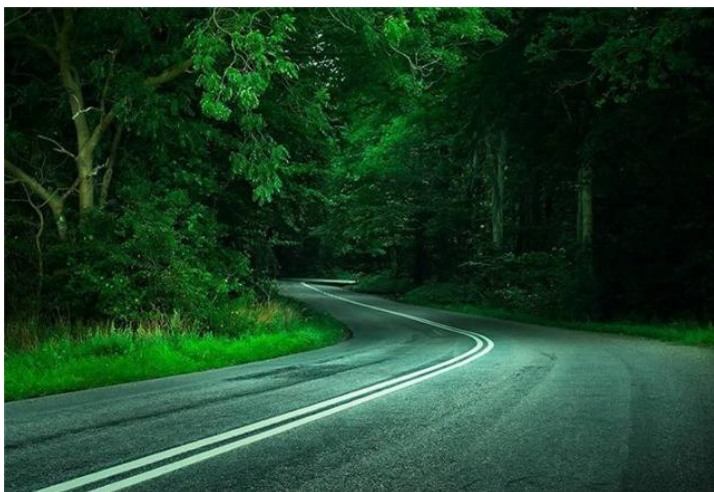
"There are many paying thousands of pounds a year in insurance and killing themselves. The solution to this problem is to link driver training and insurance discounts."

But this training needs to be done early. Fewer miles driven since passing the practical driving test and fewer attempts to pass the practical driving test (more likely to be a first time passer) make drivers more likely to be positive about further training. *IAM Press Release*

1. For the purposes of the research young novice drivers were defined as someone aged 17-30 who had passed their driving test within the last three years.
2. *Calculated from Department for Transport statistics 'Reported Road Casualties in Great Britain' (published 2010). Table RAS30011 'Reported killed or seriously injured casualties by gender, road user type and age'
3. *¹Department for Transport, Reported Road Casualties in Great Britain, Table RAS40006 (2010)
4. *²DVLA, Driving Licence Statistics by age as at 25 September 2010

Beautiful Roads

These pictures were sent to me by a friend who is a biker, can you guess his favourite?





Look as far ahead as you can see -
Right bend – left bend!!! (oh you missed the kangaroo!)



Car wash today?



Just no!!!



Weeeeeee!



Commentary Suggestions –

One of the most difficult things people find about advanced driving/riding (ok I'm assuming you're using mics for this, although you could just be talking to yourself) is the dreaded commentary. Below are a set of suggestions from Jamie that may help to get you started.

It is not intended for the following to be learnt word perfect. They are merely suggestions. Use the phrases that you can relate to and that assist you in imparting an accurate, brief and timely commentary

Set the scene you are driving in before you start your commentary, i.e.

“Mirrors, one behind, safe. My new road is a single carriageway, one lane in each direction divided by hazard lines, the surface is dry level and good, subject to the national speed limit...”

-- Information Phase --

- Vision up. In the distance I can see...
- Loss of vision, mirror, loss of speed
- Brake lights cascading down the line
- Approaching a roundabout/give way, planning to stop looking to go, my first point of danger is from the right. My gap is...
- Entering the national speed limit, three way mirror safety check
- Junction left/right, looking for the fingerboard to locate the junction
- Junction marker, I can't see the junction, so they can't see me
- One threatening on the left/right, mirror, off the drive covering the brake
- One active on the nearside/offside
- One in the junction on the nearside/offside, driver's looking in my direction/brake lights are on, I am happy with that
- Looking for the lane of least resistance. (Approaching a roundabout, traffic lights etc)
- Change of road surface both texture and colour/colour not texture
- Offside mirror and scan
- Positioning for vision
- Single track road, half stopping distance rule applies
- The car in front is committed by speed/position
- Using the vehicle in front of me as a shield (Very narrow road with one in front)
- Using the vehicle in front as a pathfinder
- Standing water, firming up my grip on the wheel
- Mindful of the strobing effect of the sun through the trees
- Dual Carriageway, potentially the most dangerous type of road, motorway speeds but with pedestrians, cyclists, learner drivers/riders and unmarked junctions on the nearside/offside

-- Position Phase --

- Taking a 50/50 position to split the danger
- Sacrificing position for safety (Point of potential danger)
- Road bends left, offside mirror and scan, position 2/4 wheels over
- Road bends right, mirror position in, mindful of near side danger
- There is nothing towards, mirror, I can straighten this one

Speed Phase --

- Gentle braking, firmer braking, gently off brakes (three stage braking), gear for the speed is...
- Using acceleration sense to match my speed with the one in front
- Covering the brake, but not braking
- The limit point is running/matched as the trees/lamp posts are growing (cresting a hill)• Selecting a low gear and using engine compression to maintain a steady speed (downhill)
- Slow on the road, slow it will be. Slow on the road, its there for a reason...
- The limit point is static (is 10/10th)
- The limit point is moving but not matched (is 9/10th)
- The limit point is matched (is 8/10th)
- The limit point is running

- Gear Phase --

- Matching speed with the one in front, the gear for the speed is...
- 30/60/90 miles per hour, the gear for the speed is...

- Taking a gear with the steering set
- 40 mph speed limit, selecting a 4th gear for passenger comfort and mechanical sympathy

-- Acceleration Phase --

- Approaching the nationals, three way mirror check for safety, taking a X gear to maximise acceleration
- Firming up the drive
- Running with the limit point
- Maintaining the drive through the bend – balancing the car
- Allowing the car to settle, setting the steering, now firming up the drive (High speed)
- Vision up

-- Observation Links --

- Entering a built up area, expecting an increase in pedestrian and vehicular activity, I will mention junctions and drive ways as they affect me/become active
- Buildings in the distance, expecting a change of speed limit
- Skid marks on the road tells a story
- Wide tyre (or tandem axle) marks on the road tells me that large vehicles use this road
- Scarred/uneven road surface will cause problems with braking and steering, exercising restraint
- Mud on the road tells me that agricultural vehicles use this road and may be ahead
- Hay on the road, looking for the tractor
- Roadwork's, looking for ATS, stationary traffic and highway engineers
- The bins are out, looking for the cleansing technicians
- Footpath, looking out for rambblers
- Equestrian/bovine defecation, looking for horses/cows etc
- Cyclist, they often go in groups, looking for more
- Chewed verges indicates that large vehicles use this road
- Going under/over a bridge, looking for microclimates and crosswinds
- Bus stop tells me we are on a bus route
- Stationary bus, looking underneath for feet and people getting on/off
- The car in front is slowing, it may be looking for somewhere to turn off
- Industrial buildings, it could be where the heavy is going
- Looking for gaps in the hedges, the tractor may turn into a field

-- Bends --

- The road goes to the left/right, mirror position, using lateral vision I can see...
- The one towards is quite slow suggesting the bend is tight
- The one towards is quick suggesting the bend is not too severe• Looking at the hedgerow tells me the general angle of the bend
- Lamp posts in the distance are going off to the left/right
- Reading the limit point beyond the lead/subject vehicle
- Telegraph poles give me an idea where the road goes, but I can't rely on them as they may cut across fields
- The one in front is braking around the corner, why? (Obstruction?)
- Double bend, first to the left/right, expecting the second feature to be tighter (It normally is!)

-- Overtaking --

- It looks like the overtake might be on, moving into a contact position
- The overtake is not on, moving back into a following position
- Not committing to the overtake until I can see both sides of the road

- My next point of contact is
- Looking for my stop over gap
- My stop over gap is...
- I will monitor the stop over gap
- Junction marker, option for the vehicle in front, dropping back to a follow position
- Solid white line not in my favour (normally preceded with two throw back arrows), it may end on the exit of this bend or brow of this hill" (where you can overtake)
- Hazard lines are changing to normal lane markings, there may be an opportunity for an overtake
- Making sure the one in front completes the overtake before committing myself
- I'm not happy with the one in front, exercising restraint and moving back into a following position

-- Motorways --

- Onto the motorway, motorway rules apply, hard shoulders, junctions normally posted one mile in advance
- One mile exit board, looking for the half mile marker/three/two/one (Countdown markers)
- Half mile marker, my banker gap is... I have a sterile area...
- Matching my speed with the ones on the motorway, mirror, over the shoulder check, claiming lane one, two etc
- There's a sterile area (stop over gap) to the nearside of the one in front, moving into contact to encourage them over
- What goes off must come on (Junction)

Events

The committee are currently without an events planner too (I know the bikes have one – and Charlie has been very busy!) however we are hoping to organise some events for the new year to include a Meet the Examiners, Peter Rodgers (IAM Chief Examiner) where he will give a talk on HQ and new IAM plans, and we are still working with Millbrook to set up a group event, and Hendon for another visit and a return visit to Eaton Transport.

So watch Facebook and the website as this will be where the information goes up first!

Better RIDING course

Milton Keynes Advanced Motorists in conjunction with Thames Valley Police 'Roads Policing' Department will be running a 'Better Riding Course' during March. The course will commence on Thursday 1st March. There will be 5 weekly evening sessions held from 7.30pm to 9.30pm at Milton Keynes Police Station. There are also two opportunities to get out on your bike; on Saturday 17th March there is a 'machine control day' held locally and on Saturday 24th March there is an opportunity to attend Milton Keynes Police Station where the course will be based and be accompanied by a serving Police Officer for an assessment ride.

MKAM who are affiliated to the Institute of Advanced Motorists have been running similar courses at Milton Keynes since 1991.

The course is 5 'classroom' based sessions (no test – not too formal!!) and is aimed at promoting safer and defensive riding techniques as taught by the Police and other emergency services to enable the rider to have a greater confidence in their riding and also importantly make it become more safer and enjoyable. Rod Hardie, a retired Police Officer who served for many years as a Traffic Police Motorcyclist and currently Chief Observer with MKAM, together with serving Police officers and observers from MKAM will help present this course. Together they bring a wealth of experience and good advice to these evenings. 'Roadcraft' and the current 'Highway Code' together with slides and video will be used in the various presentations to demonstrate these principles allowing ample time for discussion and views.

Session 1	Thursday 1st March 7.30pm – 9.30pm	Introduction – aims of the course. Attitudes and The System
Session 2	Thursday 8th March 7.30pm – 9.30pm	Review of week 1 Observation, Acceleration, Braking, Gears and Steering, Skidding
Session 3	Thursday 15th March 7.30pm – 9.30pm	Positioning and cornering
Riding Day	Saturday 17th March 10.00am - 3.00pm	Machine Control Day, Open University Walton Hall, Milton Keynes
Session 4	Thursday 22nd March 7.30pm – 9.30pm	Highway Code, Lines and Signs, Signals and Overtaking
Check Ride	Saturday 24th March 09.00 hrs – 12.00hrs 13.00hrs – 16.00hrs	Demonstration & check rides will take place on Saturday 24th March either morning or afternoon.
Session 5	Thursday 29th March 7.30pm – 9.30pm	Debrief of demonstration rides. Motorway riding, speed and safety and overview.

If interested please telephone MK 686176 or e-mail rod@mkam.co.uk .
<http://www.saferrider.org/> is the Thames Valley Safety Partnership web site.

Better DRIVING course

To follow very soon!!! Thanks Rod ☺

MDU – any volunteers please!!!!!!

The MDU (Mobile display Unit) will be venturing out over the next few months to various events. If there's an event you think we should attend and aren't at please let us know.

If you are available for a few hours/whole days on any of the events, please let me know. We will then provide a timetable for people. It doesn't matter if you are an associate, or observer or full member. It's a case of talking to people and handing out leaflets on Advanced Driving/Riding.

Food and drinks on the stand will be covered and we will have entry fees to the events covered too. This is a really important way or recruiting new members, so please come along and support.

Silverstone – Sunday 6th May 2012

Skid cars and Lotus Exige

Prices are **£75 for members and £90 for non member** per 2 hour session for skid cars. (This is double the time you get with Silverstone direct for £99) It's 3 people in a car with 1 instructor so there's 30-40 minutes driving, if you want longer you can pay for more sessions preferably in groups of 3!!!

Prices are **£90 for members and £108 for non member** per 2 hour session for Lotus Exige. (This is what you get with Silverstone direct for £175) It's 2 people per 2 hours session sharing the time with 1 instructor

We have limited number of spaces on both so please email Louise@mkam.co.uk to reserve your spaces and then send the booking form with cheque made **payable to MKAM.**

Name of Member Driver:	
Name of Non-Member Driver:	
Tel:	
Email:	
IAM Membership No:	
Number of member/non-member places required on skid session	
Number of member/non-member places required on Lotus session	

THEATRE TRIPS

I arrange Group bookings at MK Theatre and West End – so if you fancy going to the theatre and getting a discount of up to £5 per ticket plus no booking fee or half price West End tickets – please see <http://www.open.ac.uk/ouclub/MKtheatrebookings/> and then please email Louise@mkam.co.uk rather than the booking email on the website to book tickets

Latest shows in London –

Rock of Ages on 1st May - £29.50 instead of £62



Matilda on 30th May - £45 instead of £65

Roald Dahl's
Matilda
THE MUSICAL

BOOK DENNIS KELLY MUSIC & LYRICS TIM MINCHIN

(Need to know by 20th Feb for both of these)

Coach transport from OU is available at £10 per person.

Adverts

Remember to try IAM Surety for your insurance quote.

We have a number of people in the group who have used them for a few years and found they made a good saving. (It's underwritten by Adelaide Insurance and they've been doing IAM bike insurance for sometime)

If you do make a saving please let us know so we can pass this information on.

IAM Surety insurance will now be open to members of family who are not IAM members and as already known, the insurance will cover members for 19 to 79 years of age.

IAM Surety UK wide

E-mail: enquiries@iamsurety.com

Car & Home insurance: 0845 603 1355

Motorcycle insurance: 0845 602 9041

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- Contact Vic Fountain:

Mob: 07854 407943

Email: vic@learnwithvic.co.uk

Web: <http://www.learnwithvic.co.uk>

Ultimate Driving Craft 2 Day & Night

Chris Gilbert

Available at special price from Jamie (see email on contacts page or order at website)

Follows on from the hugely successful first DVD, Ultimate Driving Craft. Maximum benefit will be obtained if the first DVD is viewed first as it sets the foundations for the second.

The new DVD is delivered with same detailed instructor's commentary but there are more exiting camera angles together with new and very interesting subject matter.

Incidentally, there are three types of running commentary. There is a standard commentary that most drivers use which is fine because they are not teaching. Then there is an instructor's commentary which is an instructional commentary that has more depth, detail and expands the subject matter so that the listener learns something. As a result of the added detail there will be times when something obvious is not mentioned even though it was seen and considered. Finally, there is the following/pursuit commentary. You will see an example of that in the 'friendly follow'.

Ultimate Driving Craft 2 Day & Night will cover:

Dangers of air bag deployment relative to steering method

The police method of cornering in detail

Driver's signals

Gear lever grip

Overtaking

Night driving

Security advice to women driving alone at night

In addition, there are three chapters of general commentary driving, and for those of you who have viewed Ultimate Driving Craft 1 you will not be surprised to learn that each chapter is packed with advice and information. Cars used are a Honda Jazz 1.4, Vauxhall Insignia 2.0d and a BMW 730d auto.

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MK17 8DB

Open From 9 Till Late
www.cleancare.co.uk

We are also working with Cleancare to arrange some further discounts and publicity. Please let them know you are from MKAM.

For Sale

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- Rain sensitive wipers
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- Electric folding door mirrors
- Multi CD Autochanger
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£6,495

For more information or to arrange a viewing, please call 07758 511609.



Officers & Committee

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