



MEMBERS NEWS

Issue No: 194 - February 2023

Survey reveals an average of 15.5 weeks wait for a practical test



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Members News:

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Views expressed in this newsletter are those of the individual authors and do not necessarily reflect those of ADINJC. Although we do not endorse any of the products or services promoted in the monthly newsletter, we do take care to ensure that products in the field of health and/or safety, have independent validation of the company's claims for its product(s) to ensure representation of sound and honest propositions to our members.

Your ADINJC Governing Com



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Driving tuition insurance that ticks all the boxes

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(5 or more vehicles required)
- Fleets of dual controlled vehicles
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- DSA Part 2, Part 3, ADI check test cover
- UK/EU breakdown and recovery cover
- Unlimited use of a dual controlled car
following a claim (please contact us for full terms and conditions)

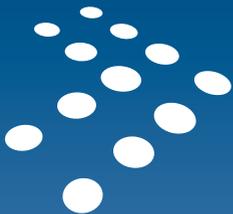
We now provide driving tuition insurance

Waveney Insurance

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The ADINJC was founded in 1973 mainly as a result of the fuel crisis of that year and it was decided by the leaders at that time the national associations would be better served by going forward as one unified body. Thus the National Joint Council of Approved Driving Instructors Organizations, later to be known as the Approved Driving Instructors National Joint Council, was formed.

"I am delighted to be leading the ADINJC into its 50th Year. What a tremendous milestone for a truly dedicated team who are constantly continuing to lead the industry in assisting ADI's to run successful businesses and to represent them throughout the good and the bad times in their career."

Charles Moffat - ADINJC Chair

"At the Marmalade Network we very much value our long-standing relationship with the ADINJC. The ADINJC have provided the Marmalade Network members with a range of assistance, advice and valuable insight into the industry. To think the organisation is 50 years old is incredible and is a testament to the ongoing support they provide to driving instructors nationwide."

Scott Robinson - E-Commerce Manager

"Intelligent Instructor is proud to work closely with the ADINJC, forming a close working relationship over the past few years. In 2019, we partnered with them to run the ADINJC & Intelligent Instructor National Conference & Expo, which was an instant hit. The event has gone from strength to strength, so much so, that we now run two events each year, which are completely free for instructors to attend and continue to grow in popularity."

The team at the NJC is a pleasure to work with and we look forward to strengthening our ties with them in the near future".

Richard Storrs - Founder of Intelligent Instructor

"I have enjoyed a really close relationship with the ADINJC and its leadership team over the last few years. It's a pleasure to deal with an Association that's run by driving instructors for driving instructors, with easy access to decision makers and industry information which particularly helped us trade and assist driving instructors through the COVID-19 Pandemic."

Symon Weedon Cert CII - Schemes Director, Towergate Insurance Brokers

"What a great achievement for a great organisation, Ideas4ADIs have been proud sponsors of ADINJC since 2011, the support they have given us and more importantly the instructors within the industry has been second to none, working alongside such a great team of Committee members, editors and contributors producing this newsletter during that time has also been very informative and fun, well done NJC here's to another 50 glorious years, keep up the great work!"

Rob Edgley - Director - Ideas4ADIs Ltd

"Since we first spoke with the team at the ADINJC in 2013, their warmth, passion and knowledge has galvanised a relationship that not only makes us feel protected and informed, but helps us and, more importantly, our instructors to grow. Knowing that our sponsorship helps to maintain this jewel in our industry's crown is a privilege and we look forward to supporting the ADINJC for decades to come."

Daniel Hill - Director MyDriveTime

"Congratulations to the ADINJC for reaching its 50th year. We at Let's Instruct Driving Instructor Academy are proud sponsors of this very special organisation, that specialises in supporting ADIs and PDIs throughout our industry. Well done and thank you to all involved."

Matthew Stone - LIDIA Director

"50 years is a great milestone. We from CAADI would like to congratulate ADINJC on those 50 years, to thank you for the support we have received over the years we have all been linked with the association, and to wish you well for the next 50. We feel privileged to have ADINJC representing and supporting us as ADI's."

Rachael Lloyd-Phillips - Cornwall Association of Driving Instructors





*"Huge Congratulations on the **ADINJC** 50th Anniversary! It's a remarkable achievement and I'm sure that many ADI's are so grateful for the support that you have provided to them. Along with the publishing of DVSA news updates, consultations, high quality training events and conferences that you organise the **ADINJC** really is a 'must have' for ADI Associations as well as individual members.*

Have a wonderful time celebrating and all the very best for the future in the ever changing Driver Training Industry." **Deb Axworthy - BDDIA**

"Congratulations on reaching this momentous milestone in representing driving instructors across the country. Thank you for all the hard work you do".
Scarborough & District Driving Schools Association.'

"Many congratulations on travelling so far to such a momentous milestone. Our best wishes for your journey to the next 50 years!!!"

WADDI - Worcester and District Driving Instructors Association.

*"BADIs is a group member of the **ADINJC** for the following reasons:*

- 1. ADI Support- the role of an ADI can at times be an isolated one. **ADINJC** are there to support ADIs via training or advice. This is where premier membership can especially be valuable.*
- 2. Updates and changes within the industry. When the industry changes we need to know. The **ADINJC** will keep you and your members aware of these changes.*

Congratulations on 50 successful years."

Dave Allen - Chair of Birmingham Association of Driving Instructors

*"50th Anniversary! What an achievement for the **ADINJC** and what a huge debt or gratitude the industry owes to the people who run it. Let's Instruct Driving School have been a group member for over 15 years. Knowing we have the support of such a fantastic organisation if we need it is priceless. Well done and thank you, here's to another 50 years."* **Matthew Stone**

*"On behalf of Wirral APDI members we would like to congratulate **ADINJC** in celebrating its 50th Anniversary in 2023. Our Wirral group has been members of the **ADINJC** for over 7 years now and we have always found the information and updates you share to be most beneficial. In particular all of the work that the **ADINJC** committee put in over the Covid Pandemic to keep us updated with information, not only from DVSA and NASP but also financial and health updates which we shared amongst our members.*

*Members of our committee have attended the **ADINJC** conferences each year and more recently the last few Expo's in Coventry and they are always well organised and very informative.*

*Here's to the next 50 years of **ADINJC!** "*

Wirral Association of Professional Driving Instructors (APDI)

"I just wanted to add my congrats to the NJC. I first joined the NJC around 2000. And I joined the committee. I also started the newsletter. Although it was nothing compared to what the NJC produce today. I remember, being so proud to be part of something great, and I am still a member and hopefully be on the committee, if personal health reasons had not got in the way.

*The **ADINJC** were the first port of call for me if I had an issue with anything, I have always found there meetings and conferences a pleasure to go to, and they both support and champion the ordinary ADI like myself. May I wish the **ADINJC** all the best for the future and I will stay connected during my retirement".* **Kathy Higgins - F Inst MTD Director Insight 2 Drive**

Conference & Expo South 2023

Join us on the 23rd of April for an action packed event!

The ADINJC & Intelligent Instructor Spring Conference & Expo'23 is a free-to-attend event for instructors at Kempton Park racecourse, 23rd April 2023. This will be the fifth conference of its kind, and builds on the success of the previous events. We've already confirmed over 20 exhibitors and anticipate over 600 visitors on the day!

An action-packed line-up of expert speakers will deliver a wide range of topical seminar sessions throughout the day, whilst our busy expo area will enable you to interact with a multitude of instructor focused businesses.

The one-day event is being held once more at Kempton Park racecourse, Middlesex, on Sunday, 23rd April 2023. Save the date in your diary now and register for free here.

Check out the [video](#) from our 2022 Kempton Park Event!

BOOK YOUR TICKET



Confirmed Speakers...

Richard Hennessy - Operations Director (South), DVSA

Bob Morton - Founder, Client Centred Learning

Mike Fowler - Senior Trainer, DRIVE Driving School

Lynne Barrie - ORDIT instructor trainer, ADINJC training team

Ray Seagrave - Owner, Ray Seagrave instructor training

Andrew Love - Head of Training, ADINJC

Leigh Brookes - Grade A Driving Instructor and Instructor Trainer, Xt Driver Training

Susan McCormack - Managing Director, Tri-Coaching Partnership

Kevin & Tracey Field - Founders, Confident Drivers

San Harper - Mindfulness Coach and ADI

Exhibitors...

ADINJC

The British Horse Society

Costco Wholesale

Disability Driver Instructors

Drivetech

DS TV

DVSA

FBTC Accountancy Services

GoRoadie PRO

Instructorcover Plus

Leicestershire Fire & Rescue Service

Let's Instruct Driving Instructors Academy

MSA GB

NTTA

PassMeFast

Red Driver Training

Road Angel

Specialist Vehicle Rental

Speed of Sight

The Honest Truth

Tri-Coaching Partnership

TSO



2023
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to attend

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Most popular events on the instructor calendar

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Spring Conference & Expo '23

Kempton Park Racecourse | Middlesex
Sunday | 23 April 2023

ADI
NATIONAL
JOINT COUNCIL



Intelligent
Instructor

National Conference & Expo '23

Newark Showground | Nottinghamshire
Sunday | 8 October 2023



- 30+ expert speakers delivering seminars on topics including DVSA update, business growth, lesson planning, standards checks, driver training sessions
- 40+ trade stands showcasing latest products and services, including many special deals
- Network with hundreds of like-minded instructors
- Free parking
- Goody bag on arrival
- Win prizes on driving simulators, giant Scalextric track, etc
- Fun activities; EV display, VR experience, Tombola



Register for free at:
www.intelligentinstructor.co.uk/events



Driving examiners to wear body worn cameras

From 25th January driving examiners will begin to wear body worn cameras to help tackle an increase in abuse.

We've taken this decision due to an increase in unacceptable violent and abusive incidents against driving examiners since testing restarted after the pandemic restrictions.

Although the most recent figures show incidents of abuse have dropped since, they still remain on course to be higher than before the pandemic.

When the cameras will be used

The cameras will be an essential part of uniform, for examiners' safety.

They will only be switched on if the examiner feels threatened or to capture inappropriate behaviour. The footage, where appropriate, will be used to prosecute offenders if abuse occurs.

The cameras cannot be used to dispute a candidate's test result.

Letting your pupils know

Please inform your pupils and candidates that they will start to see examiners wearing body cameras.

Please remind them of the serious consequences of abusing an examiner, which might include cancelled tests or even prosecution.

Body worn cameras are not new to DVSA, our enforcement examiners tackling road-side issues have worn them for several years.

Update on Wyndley driving test centre

We wrote to you earlier in January 2023 to let you know that Birmingham Kingstanding driving test centre will be reopening on 26 June.

From 26 June this new building will become home to all the Driving Examiners currently based at the nearby driving test centres in Sutton Coldfield, and the temporary test centre at Wyndley.

Closing the booking window at Wyndley driving test centre

As a result, from 30 January 2023 we will close the booking window at Wyndley temporary driving test centre for tests after 9 July 2023. This is because tests at this centre will be moving to the new building at Birmingham Kingstanding.

If you or your pupil have a test already booked in Wyndley driving test centre, please continue to attend as planned. We will always contact bookers directly if their test has been changed. No tests will be lost

We appreciate your patience and understanding while we complete this exciting transformation. The changes will mean we can better meet local needs.

We are looking forward to welcoming you to the new site and providing an improved service to you and your pupils.

DVSA launches improved multipage campaign site for learners

On February 7th we published our improved and expanded '*Ready to Pass?*' campaign website.

This includes new content, such as:

- the 5 common driving test myths
- more information about the skills that today's learner drivers need to learn to pass their driving test and be a safe driver
- advice and tips from experts and other learner drivers to help manage test day nerves
- 10 things that you can do to support the campaign

Our Head of Content Design, John Ploughman, tells you more about how we've used your and your pupil's feedback to identify areas of the site that could be improved to include content that will be useful to learners and their parents.

John also explains what you can do to help us promote the campaign and help encourage those who are not ready to delay their test.

Read the full blog on [GOV.UK Despatch](#).



**READY
TO
PASS?**

Passing your driving test gives you independence and freedom. But many learner drivers take their test too early, leading to a failed test, disappointment, extra costs and delays to getting on the road.



Take part in our mock test survey

We recently launched our new survey on mock tests and we're asking all driving instructors to help us by sharing your views.

The survey will help us gain more information about mock tests including:

- if you offer mock tests to yours or other instructors' pupils
- if your pupils ask for mock tests
- what you do during a typical mock test
- if you have used our mock test guidance and your experience of using it

The results will help us to assess how we can further support you in carrying out mock tests for your pupils.

The survey will take less than 10 minutes to complete and closes on **Monday 20 February 2023**.

Complete the survey

How driving instructors view and use mock driving tests

Launching a trailer towing survey with new drivers

As part of DVSA's ongoing work to promote safe towing and the accredited trailer training scheme, we are carrying out research to find out more about motorists' behaviour and attitudes towards towing.

This research will help inform our communications campaign in the future and ensure that our messages have the right impact on motorists who tow.

The first survey will be for candidates who have just passed their test.

What we are looking to find out

People taking part will be asked about their:

- confidence and ability in towing
- knowledge of towing safely
- awareness of the accredited trailer training scheme

We would be grateful if you could encourage your candidates to take part in the survey.

It should take between 5-10 minutes to complete and the insights we gain will play an important part in helping DVSA and the training industry to support drivers who want to tow.

Candidates will be asked to take part in the research after they have completed the driving test customer satisfaction survey. The trailer towing survey does not affect the driving test customer satisfaction survey.

Making it easier to manage your driving test bookings

From the February 10th DVSA is making some changes to the book and manage your pupils test service to improve the swap functionality for business users and ADIs.

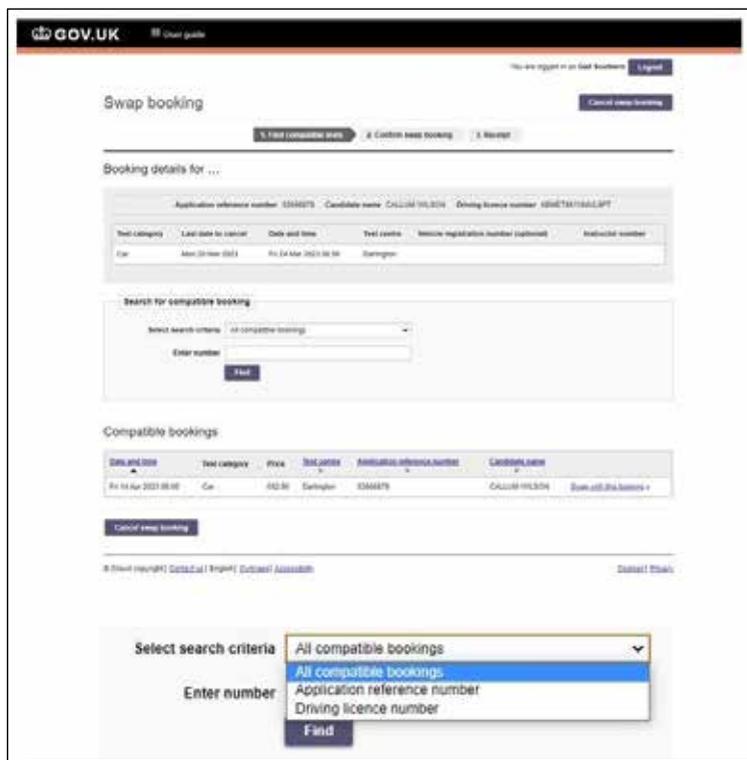
We listened to your feedback to the latest 'using the test booking service' and have made a change to the system to help. When swapping tests, you will be able to search for compatible tests using a driving licence number or application reference number.

As well as the new search feature, the existing list of upcoming tests will still be shown (limited to 100 results). The update will allow users to search for a specific booking when finding compatible tests to swap with.

If you missed it you can read the full blog on what you told us in the [survey on GOV.UK](#)

Improving the system to make it easier to manage your bookings

Over 50% of ADIs who responded told us that they swap tests on the system. With over 60% doing it through the Customer Service Centre (CSC) rather than through the online system.



The changes to the system will make it easier for ADIs who use the system to swap tests on the system and save them time by not needing to call our CSC to swap tests.

You can still speak to us about managing bookings by calling on **0300 200 1122**. The best time to call is between 4pm and 6pm using the number above and pressing the **2-digit fast track code** when calls to our CSC are at lower levels.

Helping your pupils to be ready

87% of ADIs that responded said the main reasons they swap tests between their own pupils is because they are not

ready. Improving the way tests can be managed will give greater freedom to do this and allow ADIs to only send pupils for test who are ready.

This could help to improve the driving test pass rate as more learners would be willing to delay their test if they are not ready if their instructor could offer them an alternately test at a time when they would be ready.

FOI data shows delays at 88% of driving test centres



AA Driving School reveals bookings delayed at 88% of driving test centres

1. Exclusive data shows 15.5 week average wait in Nov – pre-pandemic wait just 6 weeks
2. 66 driving test centres had backlog of 5+ months
3. Infographics available showing postcode lottery of test centres with longest wait times in England, Scotland and Wales
4. AA Driving School highlights issues for learners across country
5. Case study – Live Unlimited charity struggling to book care leavers in for tests

AA Driving School is calling for more transparency in the availability of practical driving tests, after exclusive data reveals learners faced booking delays at 88% of test centres.

DVSA data accessed by AA Driving School via a Freedom of Information Request shows the test waiting time was more than five months in 66 towns and cities¹.

The average waiting time for a practical car driving test at the end of November 2022 peaked at five-and-a-half-months¹ (24 weeks). This month, Transport minister Richard Holden MP confirmed the five-month-long delay remains in some areas².

Driving tests were suspended during the Covid-19 lockdowns and delays to the return of practical tests resulted in a backlog of learners waiting to book.

Camilla Benitz, AA Driving School Managing Director said: *“Driving test delays continue to have real-life implications for thousands of people who need a driving licence to get to education or work. Being able to drive is also incredibly important for maintaining social connections, supporting relatives and gives you more independence in general, especially in rural areas.*

The backlog data we obtained shows learners across the country face months of delays. In some areas you could have searched on 1st November 2022 and only been offered a test from 18th April 2023, if at all.

There is no easy way for candidates to check availability at multiple test centres without checking each one manually. A better system could save many weeks of waiting as our data showed wait times varied between some local test centres by as much as three months.

We'd like to see test centre wait time data published regularly by the DVSA to help ensure there is full accountability in getting back to pre-pandemic waiting times.”

Driving tests are not only vital for employment and education opportunities, but research by the AA Charitable Trust shows they also support independence and self-esteem for thousands of young people in care and those leaving the care system.

Sue Cocker, Operations Director for Live Unlimited, a charity providing a free driving lessons scheme for care leavers living in the London Borough of Barnet, said:

“Finding available driving tests has become an increasing issue for us since Covid. We currently have six care leavers who are test ready but simply cannot find an available slot, even using multiple test cancellation apps. They are despondent, while the lucky few who've secured a test feel an enormous pressure to pass first time.

Our Driving Ahead scheme is a game changer for a care experienced young person, providing new employment opportunities, building confidence and independence. Yet such are the difficulties in finding driving test slots we are currently suspending new applications onto the scheme. We hate turning people away, but we have no choice."

Regional variations

According to the DVSA data¹, learners hoping to book a driving test in Swansea unknowingly faced a 20 week wait, however the waiting time was halved just 12 miles up the road in Llanelli (10 weeks).

In Kent, candidates could book a test in Canterbury after waiting just two weeks, however nine miles away Herne Bay had a 22-week waiting time.

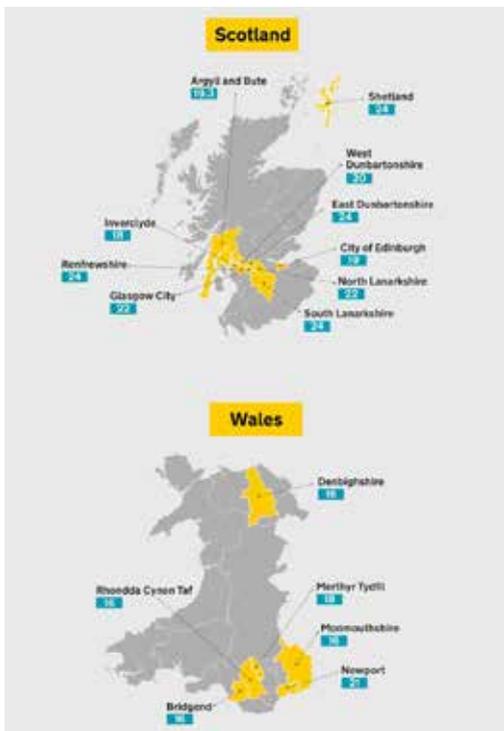
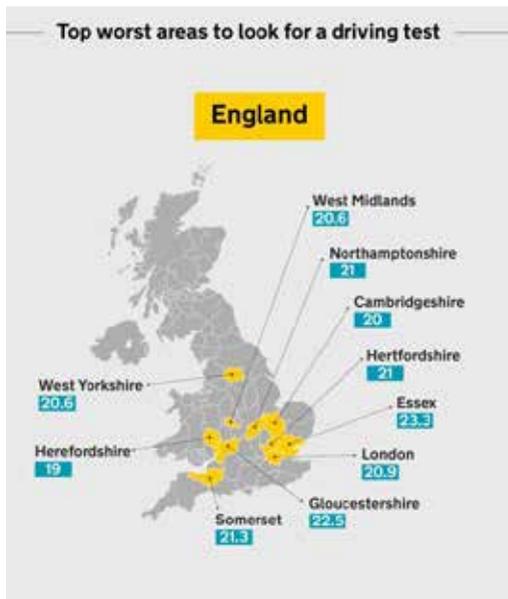
For learners near Cheetham Hill, Manchester, being willing to travel seven miles to West Didsbury test centre would have saved more than three months waiting for a test (22 weeks vs 6).

Candidates looking to book in Leicester's Cannock Street centre had a six-week wait compared to 17 miles away in Melton Mowbray, where learners unknowingly waited 15 weeks for a test slot.

Meanwhile, luckier candidates booking in Norwich's test centres (Jupiter Road and Peachman Way) would have only waited up to two weeks for a test slot, according to the DVSA data.

However, the postcode lottery of driving test availability means many areas do not have alternative centres with a shorter queue. This is especially apparent in rural locations where the county only has one or two test centres.

In Edinburgh, the shortest wait time was Musselburgh with a 17-week delay, meanwhile across Glasgow's three test centres the shortest waiting time was still more than four months (Baillieston, 20 weeks).



>>>

FOI data shows delays at 88% of driving test centres

AA

Transport minister response

In a parliamentary debate earlier this month², Transport minister Richard Holden MP said waiting lists *“are coming down for driving tests [...] and we hope to achieve back to pre-pandemic levels within the next few months.”*

Mr Holden told the Commons: *“The DVSA is recovering after the pandemic [...] there are 620,000 practical test appointments in the booking system.”*

He later added: *“The average waiting time to take a car test is at 15.1 weeks, with over 80,000 slots currently available.”*

Mr Holden’s comments on 19th January show there has been little improvement in the waiting time. On 22nd November, according to the DVSA data accessed by AA Driving School, the average delay for a practical driving test stood at 15.5 weeks.

However, in the same debate the Commons was told that the average waiting time in Shetland is 18 weeks which shows a significant improvement from the 24-week average at the end of November, at Shetland’s Lerwick test centre.

Camilla Benitz from AA Driving School added: *“It’s good there has been an update in Commons on some of the waiting times, but we now need to see some clear action to bring these waiting times right down.”*

References

1. FOI submitted on behalf of AA Driving School in November 2022, waiting times accurate to 22nd November 2022.
2. House of Commons Transport questions -19/01/2023 [Parliament TV – questions start 10:15:50](#)
See also: [Minister hopes driving test backlog will be cleared ‘within next few months’](#)

[Live Unlimited](#) registered charity number: 1197754. The AA Charitable Trust has supported young people in care and leaving the care system in Barnet with driving lessons, in association with Live Unlimited. [AA Charitable Trust care leavers research – under Drive for opportunity.](#)





ADI Lesson Presenter

This indispensable visual aid will last for years, giving valuable support to any ADI/PDI whether recapping, briefing or discussing lesson topics.

Quality

"I just received the ADI Lesson Presenter, what can I say? It is absolutely brilliant! The quality is superb, the best I have ever purchased in the learner training category.

Phil B DVSA ADI

Professional

"I've had the ADI Lesson Presenter for about a year now and it's great. Good visuals for the pupil and reminders of points to be covered for me.

Stuart L DVSA ADI

Value

"Last week I purchased from you an ADI lesson presenter. I am very impressed with this item; it is superbly written and of great quality. Money well spent, thank you!"

Craig J DVSA ADI

Visit our website for more details and offers on our training material.

www.ideas4adis.co.uk



TTC Group Announcement

TTC Group announce partnership arrangement with Tri-Coaching Partnership

TTC Group have announced the partnership arrangement with Tri-Coaching, the UK's leading driving instructor development organisation, providing a range of training programmes to Approved Driving Instructors in developing their in-vehicle coaching and classroom presentation skills.

Andy Wheeler, TTC Group Training Director said *"I am delighted to announce our close collaborative working with Tri-Coaching as this comes at a perfect time for TTC Group. We have recently launched our new TTC Trainer Academy, which is focused on 'Promoting quality and opportunity' for our trainer community to experience alternative methods of training and to grow their business"*.

"I've known Graham Hooper at Tri-Coaching for many years now and their reputation is exceptionally high within the industry. In my experience, ADI's having been through their BTEC Level 4 Professional Award in Coaching for Driver Development which has received DVSA recognition as an effective road safety product, have made exceptional trainers with a broad range of coaching techniques at their disposal. Today's driver going through post driving test training as part of their work, require a different approach to their training and trainers having a range of different coaching techniques are highly sought after".

Graham Hooper, Tri-Coaching Managing Director replied *"I am pleased that other members of our industry recognise the training that we can provide ADI's who want to take the next step up in training after their ADI badge. TTC have progressive plans to build their business and their training community is the beating heart of the organisation and if we can support TTC in its objectives and develop ADI's and in-class trainers to become highly skilled in delivering a range of courses then it can only lead to safer roads, safer drivers, and safer businesses"*.

The collaborative arrangement sees heavily discounted courses being available to TTC trainers and dovetails into the suite of programmes available to TTC trainers through the TTC Trainer Academy.

For more information please visit the [TTC Trainer Academy web page](#) and if you are an ADI or trainer looking to get involved in a growing business then visit our [careers web page](#).

You can find more about Tri-Coaching Partnership by visiting their website below.

TRI-COACHING PARTNERSHIP - DRIVING INSTRUCTOR DEVELOPMENT

MENU

Welcome to Tri-Coaching Partnership

NEW 'ON POINT' Webinars
Click here for more details

High Quality Driving Instructors

Please use this map to find quality Driving Instructors in your local area.
All Instructors hold the BTEC Level 4 Professional Award in Coaching for Driver Development



All of your ADI CPD needs in one place

Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind.
Uniting local associations, groups and individuals.

We support, inform and represent our members.

What our members say:



Wow, ADINJC your crew are doing a wonderful job. We are so happy to be affiliated to you all. Thank you from Blackburn Association.

- Linda Brooks



Thank you for speaking up for ADI's and producing an excellent letter. A big thank you to the whole ADINJC team.

- Mike, Vice Chair Sutton Area Driving Instructors Association

Find out more at adinjc.org.uk, call **0800 8202 444**
or email secretary@adinjc.org.uk

 @ADINJC



Are you up to date?



We've been receiving a lot of notifications that premium members' monthly payments are failing. This is often because payments are taken through Stripe, which uses the card details that people sign up with. So when a card has expired, payment is refused.

Please do keep a check on your card, and make sure you update your payment details when you get a new one. To do this you need to -

- log in to your membership account
- scroll down to 'My Memberships'
- then across to 'Update Billing Info'
- You can see the expiry date of the card you originally used
- 'Add payment method' allows you put in a new card and tell the system to use the new one in future

When you get a notification from the system saying that your payment has failed, you can check with your bank for the reason, which could be for any number of reasons. Stripe will generally try again, but will eventually close down your membership, so it is important that you avoid this if you can. If this should happen please get in touch with us and we can look at alternatives with you.

And it may be that you haven't even registered under the new system either! If you are a member of a group that does not automatically give you free membership, and therefore representation etc. However, it does give you a 50% discount on membership so you would pay a mere £2 a month for all the benefits. You just need to get the code from your group administrator and sign up. And when you do your group gets a loyalty payment, so you are helping your group's funds too.

If you need any help with any of this just email secretary@adinjc.org.uk and we will do what we can.

A reminder not to use phones or iPads on lessons!

Police pull over learner driver during lesson and report their instructor

A driving instructor was spotted by police using his mobile phone whilst a student was behind the wheel. Officers issued the instructor with a Traffic Offence Report after the car was pulled over in Salford.

Read the full article from the [*Manchester Evening News*](#) *here*.



Facts about 1973

27th February - Rail workers and civil servants went on strike.

3rd March - Tottenham Hotspur win the Football League Cup final at Wembley, beating Norwich City 1-0.

1st April - Value-added tax (VAT) comes into effect in the UK.

A GUIDE TO ADINJC



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40 years of seatbelt laws - it's time for offenders to face penalty points

Penalty points must be introduced to change the attitudes and behaviours of the “forgetful or reckless minority” who fail to wear a seat belt.

That’s the call from PACTS, as it marks 40 years since seat belt legislation first came into effect.

Data shows around 30% of people who died in cars in 2021 were not wearing a seat belt – some 200 men, women, and children.

This is despite the fact that most drivers and passengers now comply without a second thought.

An observation survey, carried out by the Government in the autumn of 2021, found just under 95% of drivers (in all vehicle types) were wearing a seatbelt.

The fine for not wearing a seat belt currently stands at £100.

PACTS says for many drivers this is no deterrent, adding that unlike the much stiffer penalties for mobile phones, speeding or drink driving, it fails to convey the safety importance of belting up.

To coincide with the anniversary, PACTS president Barry Sheerman MP has tabled a bill to make failure to wear a seat belt an endorsable offence. He hopes to present this in the Commons today (31 January).

David Davies, PACTS executive director, said: “30% of people who died in cars in 2021 were not wearing a seat belt – some 200 men, women, and children. A seat belt halves the chance of death in a crash – but only if you wear it.

“If the Government is serious about reducing deaths on the road, then stiffer penalties must be introduced to change the attitudes and behaviours of this forgetful or reckless minority.

The current £100 fine does not emphasise to drivers the seriousness of the risk and is out of step with the offences. PACTS is calling for a package of measures and penalty points are essential.”

[Click here](#) to read other latest news from Road Safety GB



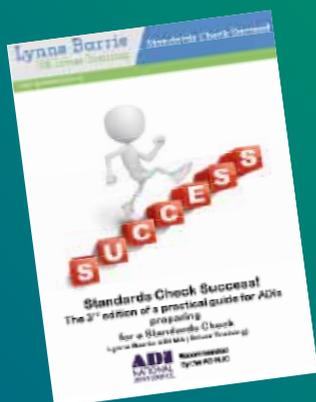
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Changes to ORDIT: Good, bad, or ugly?

Tom Stenson - Worcestershire Driver Training



Some of you may be aware, last month the DVSA sent out an email regarding the changes to the ORDIT assessment. I was lucky enough last year to be one of the first new applicants to take an ORDIT assessment, so I thought I would give my opinion and current understanding on the changes.

Both new applicants and those reregistering will still need to achieve a grade A on their most recent standards check. When this was introduced back in 2019 it caused a bit of a stir with trainers. Some were a little annoyed as they were currently a grade B and felt this to be unfair. Some, including myself, felt this was a good step forward. If a trainer is to deliver training to a higher standard, surely they should be at that standard themselves. Although being a grade A doesn't necessarily mean you are a good trainer, it should demonstrate a slightly better understanding of how the DVSA would like a lesson delivered. Whether or not you think the standards check is a true representation of a good lesson, this is the system we have currently. The DVSA will also be reviewing information about your work as an ADI based on performance on test of pupils and trainees. I am currently waiting for clarification on this.

One of the updates to the ORDIT assessment is that trainers now have compulsory pre-assessment engagement calls. When I received my engagement call last year, I found it to be of great benefit. It lasted around 30 minutes and was a prime opportunity to ask the ADI manager any questions I had regarding my assessment and what would happen during that time. The call allowed me to clarify what was needed to be presented in terms of my CPD and training logs. We also discussed what is included in a standards check engagement call. This was of great interest to myself as it gave me a better understanding for delivering future training and guiding PDIs; as I am now on the ORDIT register, I will not receive a standards check engagement call myself, so this was

a useful opportunity to gather some information on this process. I was very surprised to learn that although most instructors opted for the engagement call, some were declining to have one. The reason why was not known!

The change that seems to have ruffled a few feathers in our industry is the removal of the option to offer feedback or advice from the back seat while a trainee delivers a lesson. Although this type of training is often delivered by trainers and is, in my opinion, a very authentic way to assess a trainee and help them develop their skills as an instructor, my understanding is that the DVSA don't feel they can assess your management of risk while you are seated in the back. As we all know, risk management is one of the key roles of an instructor, and the same must be said for trainers.

Unit 6.6.2 performance standard 8 of the national standards for driver and rider trainers (NSDRT) states: Make sure that safe practices are followed while in role, such as - verbal simulation of high-risk faults where possible, threatening unsafe manoeuvres without actually making the manoeuvre and the portrayal of high risk attitudes that act as a barrier to safe and responsible driving or riding, where appropriate. None of which can be done from the back seat. Some of you may have heard of or even experienced bad role play when training to become an instructor, like being forced to call your trainer by another name while they throw unrealistic faults at you. These stories and experiences have given role play a rather negative reputation. If correctly done role play can be a very positive and useful training tool.

Are these the changes everybody wanted? Probably not, but they are the changes we've got. No one is perfect and no system is perfect, but we all have a part to play to help improve what we do have and only time will tell if these changes have a positive effect on the driver training industry. Let's hope so!



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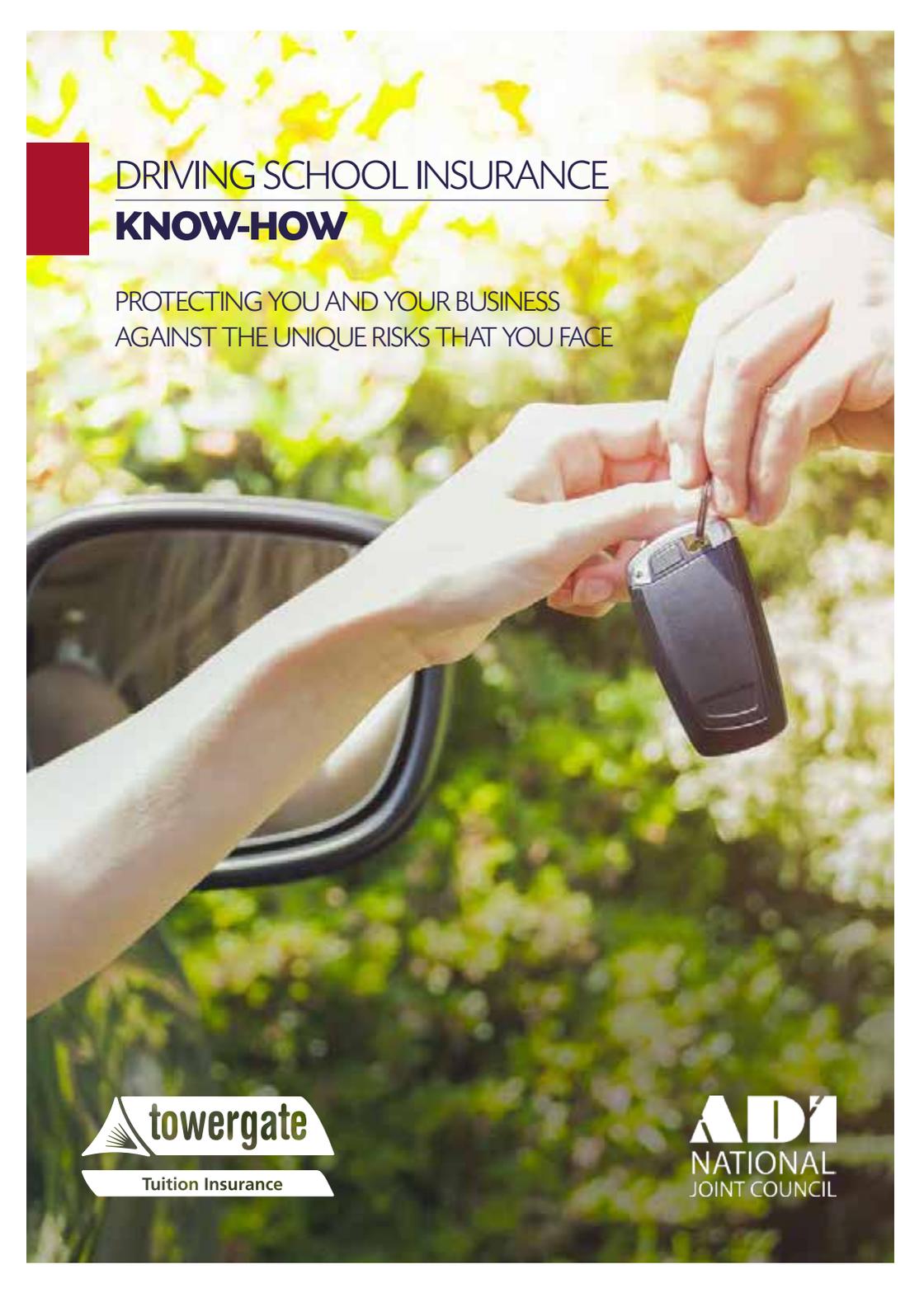
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DRIVING INSTRUCTOR INSURANCE EXPLAINED

Our guide walks you through the main features of driving instructor insurance and explains how you can keep your premium down with driving instructor insurance discounts. Get the advice to help protect your business.

What is the difference to standard car insurance?

A standard private motor car insurance policy will cover you for social, domestic and personal use. Some policies also include cover for you to commute to and from a permanent place of work. So, if you drive the car to the same office every day, you will still be insured.

However, as a driving instructor you'll require business use for the driving test and tuition purposes. It is often more expensive than a standard private motor insurance, but it is extremely important to get the right cover to meet the demands and needs of a driving instructor.

Why is it more expensive?

Driving instructor car insurance is typically more expensive than standard private motor insurance cover. This is because a driving instructor requires a number of additional covers not included as standard a part of a private motor insurance policy. These can include cover for:

- Any driver
- A replacement dual control car
- Negligent tuition cover
- Driving off road for drivers aged 14+
- Cover for hire and reward
- Cover for the examiner to drive your car
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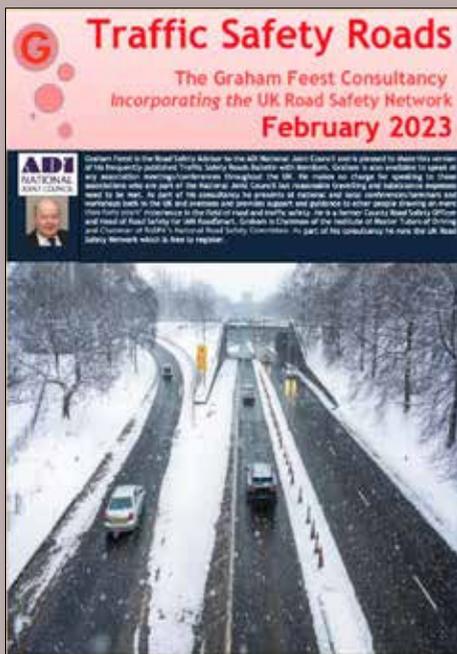
Road Safety Information

Graham Feest ADINJC Road Safety Advisor



Graham Feest is the Road Safety Advisor to the ADI National Joint Council and is pleased to share this version of his frequently published Traffic Safety Roads Bulletin with Members. Graham is also available to speak at any association meetings/conferences throughout the UK. He makes no charge for speaking to those associations who are part of the National Joint Council but reasonable travelling and subsistence expenses need to be met. As part of his consultancy he presents at national and local conferences/seminars and workshops both in the UK and overseas and provides support and guidance to other people drawing on more than forty years' experience in the field of road and traffic safety. He is a former County Road Safety Officer and Head of Road Safety for IAM RoadSmart. Graham is Chairman of the Institute of Master Tutors of Driving and Chairman of RoSPA's National Road Safety Committee. As part of his consultancy he runs the UK Road Safety Network which is free to register.

The February edition of Traffic Safety Roads is out now. Many thanks to Graham Feest, our Road Safety Advisor.



Items this month include:

- Parking on Pavements
 - New Strategic Group for Motorcycling
 - Looking at the Motorcycle Market
 - Making Cyclists Visible
 - Driving Instructor Arrested
 - Traffex and Parkex 2023
 - Northern Ireland
 - The Transport Select Committee
 - Low Traffic Neighbourhoods
 - Wales to Act on Parking on the Pavement
 - The Dire State of Local Roads
 - Hire Bicycles Still a Success
 - Grant Funding for Road Safety
 - Why People Fail their Driving Test
 - Call to Increase Drink Drive Checks
 - Most Scrapped Cars
 - Drink and Drugs Snapshot
 - Monday 31st January 1983
 - Changes to the MoT Test Arrangements
 - The Role of Education in Reducing Deaths
 - PACTS Appoints New Working Group Chair
 - Animal Incidents in the New Forest
 - Surge in Dashcam Prosecutions
 - Project Edward 2023
 - Keep Left Arrow
 - Driving Examiners to Wear Body Cameras
 - Growth in the UK Commercial Vehicle Market
- And much more!



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"I wish to congratulate you on the quality and format of your pupil handouts."

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"It adds immensely to the overall professional image. They give the student something to refer to in practice and in between lessons to keep the knowledge fresh."

RL DVSA ADI

Value

"I ordered the pupil handouts and I must say for the price I paid I am totally chuffed, and so are my pupils. They are fantastic."

HT, Salisbury DVSA ADI

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Anatomy of your Car

Liam Greaney - Driving-Pro Limited



A view of your vehicle is that of 3 boxes sprung on 4 wheels for maximum comfort and safety. This comprises a boot for cargo, a bay for the engine and a compartment for people. Over a period of time vehicles have evolved for maximum safety and comfort.

Safety:

Vehicle safety has evolved as the vehicles become faster. Safety and comfort often go hand in hand.

The engine becomes covered and placed in an engine bay. This is both safer and more comfortable for the driver and passengers.

The fuel tank moves from the scuttle above the engine at the front to the rear of the vehicle.

Cargo instead of being carried in a trunk on the back moves into the boot. Hence the boot is sometimes called the trunk.

The need to give and take information has increased. This in turn has increased the size of the windows and use of mirrors. Hand signals while they should be understood have been replaced by mechanical/electrical signals.

Active & Passive Safety:

Anything that helps prevent collision is called active safety. Examples of active safety are ABS braking and traction control.

Passive safety is anything that helps minimise the effects of any collision. Seat belts are part of the passive safety aspect of vehicles.

Something can have both passive and active safety aspects. Securing cargo in the boot is active safety by preventing load transfer when cornering. But it becomes passive safety by securing load in the event of a collision.

Comfort:

The vehicle has become easier to use. The steering geometry and the suspension make the ride more comfortable. Heating and air conditioning make for a more pleasant journey. The seating becomes more comfortable and ergonomic.

Carrying Load:

The main load carrying facility of your vehicle is the boot. Internally to the passenger compartment there are various ways of safely securing loose items. The glove box, cup holders, door pockets and the like.

The Boot:

This provides secure and safe storage. Normally situated to the rear but can be at the front depending on make and model of the vehicle.

Normally the boot is separated from the passenger compartment by means of a parcel shelf.

Items stored in the boot should be properly secured.

- Firstly by securing load this prevents weight transfer while driving which can adversely affect steering
- Secondly in order to prevent injury from items flying around during collision

Depending on make and model it is possible to expand the boot by folding down the back seats. Within the boot itself it may be carpeted for sound insulation. Estate vehicles that are doing lots of load carrying will not have a carpeted boot. These will have a metalled one to facilitate the moving of load in and out.

There is normally a well within the boot that contains the spare tyre and items associated with tyre changing. This is covered by a movable board, which in turn may have carpet on that.

There may be lashing eyes which allow cargo netting to be used.

When loading, place the heavier items in first. This will give a lower centre of gravity and make load transfer less dramatic. Also you would want to protect any lighter items by placing them on top. Secure and wedge your items.

The Parcel Shelf:

This serves two functions.

The first is the retention of load in the event of a collision. You would not want items stowed in the boot flying round the passenger compartment in the event of a collision. The second is theft prevention.

It is better not to store items on the parcel shelf

- The reasons are reflection on the rear windscreen of items left there
- A possible restriction of view if the items are too large
- Items left on the shelf can become projectiles in the event of a collision

Anatomy of your Car

Liam Greaney - Driving-Pro Limited



The Dashboard:

The dashboard is where your instruments and controls are housed. These are the major, minor and ancillary controls. On the driver's side there will be the steering column. On the passenger side is a glove box for storage.

The instrument cluster is normally driver side. Some vehicles place it centrally for reasons of greater visibility. This also helps the ease of sale in both left and right hand drive markets.

The dash is normally made with a padded material in order to provide cushioning in the event of collision. The material is dark so as not to reflect up onto the windscreen.

There is normally a cowling over the instruments so the light from them does not reflect up onto the windscreen. If the dashboard is kept clear this improves visibility by eliminating reflection on the windscreen.

Removing the clutter from the dashboard it is safer in the event of a collision.

The Controls:

There are 3 groups of controls:

- These are the major, sometimes known as the primary controls
- The minor, which are known as the secondary controls
- And the ancillary controls



The controls and in particular the ancillary ones enhance the drive. A proper seating position is a prerequisite for effective use of the controls.

The driver's floor well needs to be kept clear to allow the proper use of the pedals. A can or bottle under a pedal may impair or prevent its use.

The Major Controls:

- These are the means by which you control your vehicle
- In a manual car they would be accelerator, brake, clutch, gears and steering
- In an automatic they would be accelerator, brake, drive selector and steering

The Minor Controls:

- These are the means by which you communicate with other road users
- This is the taking and giving of information by use of mirrors, lights and signals

The Ancillary Controls:

- These will aid in driver comfort and the driving task
- Washers and wipers
- Heating and Air Conditioning
- The Instrument Panel
- In Car Entertainment (ICE) and others

The Engine Bay:

This contains the driving force of your vehicle, the engine. It is separated both for the protection of the engine and the driver. As vehicles became faster and faster the need to prevent sticks and stones flying into the engine became greater. By housing the engine in its own separate compartment this much increases the comfort of the driver and his passengers.

The bay itself is accessed by the bonnet sometimes called the hood:

- This has a 2 stage release to prevent accidental opening
- The first is internal to the passenger compartment
- The second is normally just under the bonnet

Access to the engine is required for routine maintenance and repair

Anyone leaning over the engine bay should have removed anything loose

- Ties, necklaces, long hair all need to be made safe
- This applies to routine checks as well as repairs and maintenance
- A running engine could catch something
- A stopped one dirty it

The engine itself is mounted on rubber bushes to reduce vibration throughout the vehicle. The bonnet may also be insulated both for fire and sound.



The ADI Register – Then and Now

Brian Austin - ADI Registrar 1985 - 1996

So when they said “Could you write a piece about the differences between when you took over as ADI Registrar and now”, I said “Yes, I can do that!”. It was only later that it occurred to me that I don't know exactly what it's like now. Still you do so you can come to the obvious conclusions.

I became ADI Registrar in 1985, having spent my previous civil service career on the roads side of the Department of Transport. What you should bear in mind is that this was a register that was both pc and pdsa ie pre-computer and pre-Driving Standards Agency. The Register was a branch of the Driver Testing and Training Division of the Department of Transport at the Marsham Street HQ (the toast rack), now demolished. Each ADI had a file and a record card. I recall wandering into the large office that housed most of the register staff on my first afternoon and seeing an elderly lady going through latest register cards. “I didn't know we had staff that old” I thought but I was told that this was Mrs Elwyn Reed of the NJC (as it then was) and that she came up to the office every month to collect the names of new PDIs on behalf of all the ADI associations who would then invite them to join one of their number.

Even in its “primitive” state the register was about to undergo some significant changes as a result of legislation that had been passed shortly before I joined. The first of these was the compulsory display of the ADI's registration certificate in the windscreen of the tuition vehicle, of which more in a moment, and secondly, that trainees had to pass the first two parts of the qualifying exam before they could get a trainee licence. Prior to that, people had entered the profession, applied for a trainee licence and never passed any of the parts of the exam before then dropping out after 12 months.

I referred just now to “display”. The snag was that the old type of certificate did not lend itself to display and thus a new one had to be devised and then distributed to all approximately 30,000 ADIs. This was my first major task. We wrote to all ADIs asking them to send in two passport size photos with their name and address on the back. We estimated that the issue would take about 3 months. In the event it took somewhat longer. We ended up with all the register clerical staff engaged on the exercise with only me to answer the phones. A useful by product of the exercise was that it flushed out all those who had not renewed their registration but had continued to operate; in one case I recall an instructor had not renewed for six years. A typical exchange ran as follows:

“I'm afraid we can't issue you with a certificate as you're not on the register.”

“But I am”.

“No, you haven't renewed your registration for several years.”

“You must have failed to remind me.”

“No, we did and, in any event, it's your responsibility to check when your registration expires.”

“I insist on speaking to the Registrar.”

“You already are.”

Coming to the job as an outsider, I was, at least, in a position to ask “why do we do that?”, thus enabling me to spot some practices that seemed either unnecessary or past their need. It had been thought that a vehicle on an ADI Part 2 test would receive unfair advantages if it appeared to be a learner on test eg other drivers might give it preferential treatment. Thus any advertising had to be covered up. When this consisted merely of a removable roof sign, this was not a problem. But, increasingly, decals had become the norm, which could not be

removed. Therefore it had been thought necessary to require these to be hidden, usually by covering them with black plastic bin liners, held on by sticky tape. But on fast roads this tended to rip off leading to the abandonment of the test. I decided that the reasoning behind this no longer held water and ordered this requirement to be dropped.

Many current ADIs will not be aware that pre-DSA, DTT division had no hand in the booking nor day to day running of driving tests; this was in the hands of the Clerks to the Traffic Areas. The head of DTT, Ken Collins, was answerable to the Minister for overall driving test performance yet lacked the ability to influence its day to day running. Prime Minister Stanley Baldwin likened the influence of the press barons like Beaverbrook and Rothermere to “power without responsibility, the prerogative of the harlot throughout the ages”; Ken Collins might be said to have had “responsibility without power, the prerogative of the wally throughout the ages.” After a year or two I became acutely aware of the problems that this created vis a vis the Register. Each Traffic Area had a dedicated clerk to book ADI tests. However he was often considered expendable in that he or she was moved over to book driving tests. I therefore got complaints that it was sometimes impossible to book an ADI test. I took this up with several Traffic Area Clerks but received replies that were somewhat unhelpful to say the least. I concluded that it would be advantageous from both economic and efficiency points of view for the ADI booking function to be taken over by register staff at HQ. Ken Collins agreed and so I arranged it. Thus I was able to control the whole of the working of the ADI system.



I have already mentioned computerisation. It became increasingly obvious that we needed to switch from the manual system to a machine based system which would give us access to considerably more information. I was concerned that we had no age profile of ADIs. Given that driving instruction was, and perhaps still is, a second career for many who thus had become instructors in their thirties or forties, this could mean and that since it was roughly 20 years since the register became compulsory for paid tuition, a great many ADIs were approaching retirement. Would there suddenly be a fall-off in the numbers? We had no way of knowing.

I visited DVLA at Swansea to see how their system functioned and was sufficiently impressed to commission the computer arm of that organisation to come up with proposals which were accepted and put into effect. I remember being a guest speaker at an NJC conference in, I think, Middlesbrough just after we had received the first print out of the whole register. I arranged it so that I had the whole print out on the desk with the end hanging in a box. I announced that this was the ADI register and just gave it a slight nudge so that, being continuous print out stationery, it continued to unfold into the box, much to everyone's amusement, a bit like the “slinky” toy. A colleague who had accompanied me described it as a “coup de theatre”. But it also had a serious purpose ; we now were able to move on to other things. Oh and the age profile showed that ADIs were well spaced in terms of age.

It also seemed strange to me that Supervising Examiners (ADI), as they then were, were not allowed to speak to groups of ADIs. This, I reasoned, prevented them from passing on

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The ADI Register – Then and Now

Brian Austin - ADI Registrar 1985 - 1996

various messages and information that it would be useful for the latter to have. Indeed, I had been told that in previous years if the Chief Driving Examiner attended the Conference of one of the ADI associations, he would be ringed by the local SEs to prevent any ADI talking to him, although latterly this attitude had softened. I announced that, in future, SEs(ADI) would be free to attend local association meetings, something that was greeted with enthusiasm by most of the SEs concerned. In the same vein I arranged a meeting of all the ADI Associations at Marsham Street which became a regular occurrence and continues to this day.

The management of DTT division was much simpler than it became for the DSA. It consisted merely of Ken Collins as Head of Division, Jim Watson in charge of Driving Test policy, Brian Williman, the Chief Driving Examiner and me as Registrar. In those pre DSA days there was no complex financial accounting. It was “funny money”. In common with all Government Departments, there was no financial accounting. Once a year I had to take myself off with pen and paper and estimate how many tests we would do, first registrations and renewals we would receive and that was about it. There was no reconciliation at the end of the year.

Everything changed when we became an executive agency in 1989 and moved to Nottingham in 1990. Most of the staff chose to stay in London because of domestic ties or because they wanted to remain in the capital. Senior posts were trawled in HQ and we were joined by Dr Chris Woodman as Chief Executive (he had just finished as Secretary of the Zeebrugge Inquiry) and Paul Butler as Head of Policy. Keith Cameron had become Chief Driving Examiner on the retirement of Brian Williman, More junior posts were filled locally in Nottingham. We had been due to move into the new DSA HQ in the Spring of 1990 but part of the building, an old lace factory, fell down in a storm and this delayed us until the Autumn.

Now Finance and Forecasting became really important as real money was involved and we had unit cost targets to meet. As an executive agency we had a trading fund and were expected to be self-sufficient and pay a dividend to the Treasury. We had been promised that the new trading fund status would mean that we would be far more independent of “the Centre”. This proved to be somewhat illusory. I gather that trading fund status was recently scrapped, following unit costs some years before. Unit cost targets and performance targets had proved to be incompatible. If you tried to achieve performance targets, unit costs suffered and vice versa, Nonetheless, the driving test organisation now resembled what you, the reader, could recognise.

What I, as the Registrar, did not have in those days, and never had in my time, were the power to suspend an ADI nor the benefit of the vetting procedure that has to be completed by ADIs. One was completely reliant on the declaration made by ADIs at the beginning and periodically thereafter. Of course, a few people lied. I recall in particular receiving anonymously in the post a list of one trainee’s convictions which ran to a page and a half listing offences from theft to GBH. When asked to explain this, he put his hands up and abandoned his attempt to qualify. I suspected that the list must have come from the police but had no way of knowing.

I remember being asked on several occasions whether being Registrar was the best job in the DSA. “No” I used to reply.” it’s the second best.” I suppose the best job is the Chief Executive” “Absolutely not” I said “it’s a god awful job, You’re at the beck and call of people at HQ. In theory you have independence but in practice you don’t. The best job at the DSA is Len Skilbeck’s as Head of Training at Cardington – you’re away from DSA HQ and have a measure of independence.” Someone told me recently that Cardington has been disposed of. No

doubt a decision taken by those who know the price of everything and the value of nothing.

I recall being at a case conference sometime in the late 80s about something involving the ADI register at the chambers of a Senior Treasury Counsel (senior barristers who advise government departments) called Simon Brown later Lord Simon Brown of the Supreme Court. I treasured his words throughout my time as Registrar: "I am perfectly satisfied that, under the Act, no one, not even the Secretary of State, can tell the Registrar what decision to come to. The Registrar may heed the Secretary of State's words but he is not bound by them." In truth no one ever tried to tell me what decision to make but it would have been a useful tool, had the possibility ever arisen.

In case you think that being the Registrar was all sweetness and light, it wasn't. There was one ADI (better remain nameless) who got it into his head through a misreading of unconnected legislation that he couldn't undergo a check test because he wouldn't be covered by his motor insurance. This was completely untrue as I confirmed with his insurers but he persisted. Having failed to reconcile him and reality, including a meeting with the Department's expert on motor insurance and one of our lawyers, I had to remove him from the register for refusal to take a check test. He wrote to his MP, then moved and wrote to his new MP. He challenged driving tests in court and managed to convince one gullible magistrate that he was right, only for the decision to be reversed on appeal by the DSA. He tried to enlist the aid of the ADI associations but they all disagreed with his conclusions. He tried to requalify but I refused his application because he would not give an undertaking that he would attend for a check test when required, I thought it safer to employ a barrister to represent me at the inevitable appeal; that barrister, Miss Nicola Davies is now Dame Nicola Davies of the Court of Appeal. We won, of course. By the time I retired his "file" occupied the whole of the top drawer of a filing cabinet.

The ADI register is essentially a work in progress. It changes over the years depending on circumstances, although its core function is the same. It has changed since I took early retirement in 1996. Is it better than it was :- only you can judge that.



1973 was a time of great change in the UK.

Britain joined the EEC (later the EU) on the first day of the year. The Open University awarded its first degrees, women were admitted as full members of the London Stock Exchange and commercial radio started.

Towards the end of the year, things were looking ominous. The Arab oil-producing countries started to restrict supplies of oil and raise prices. In the UK, a 50mph speed limit was imposed on all roads to conserve petrol.

At the end of the year, the Government introduced a three-day working week to conserve fuel. They feared a strike by coal miners in the new year.

Facts about 1973

Average pay for male manual workers was £38.10.

The best-selling car of 1973 was the Ford Cortina MkIII.

The most popular foreign holiday destination was Spain.

Notice of 49th Annual General Meeting



ANNUAL GENERAL MEETING

The 49th Annual General Meeting of the ADINJC will take place at **10am on Saturday 4 March** at the **Holiday Inn, Coventry CV2 2HP**.

This will be followed by the Association Meeting, where our speakers will be Graham O'Brien, DVSA's Assistant Chief Driving Examiner/Policy Manager (Driver) and Amanda Lane, Deputy Chief Driving Examiner/Head of Driver Testing and Training Policy.

The meetings will be followed by our 50th anniversary lunch, with presentations to those members of the Governing Committee who are standing down, and a talk from Mike Newman of Speed of Sight.

Please [click here](#) for the AGM Agenda

Please [click here](#) for the unaudited Accounts 2022*

Please [click here](#) for the Minutes of the previous AGM

Please [click here](#) for the Association Meeting Agenda

Please [click here](#) for the Minutes of the previous Association Meeting

* The accounts will be audited prior to the AGM taking place.



Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind.
Uniting local associations, groups and individuals.

We support, inform and represent our members.

What our members say:



May I just say that I am proud to be a member of such a caring society. A big "well done" to all you.

- Dave Clark ADI



Your work is relentless, just wanted simply to say THANK YOU for being there for us. I don't know what I would have done without ADINJC.

- Susan Speight ADI

Find out more at adinjc.org.uk, call **0800 8202 444**
or email secretary@adinjc.org.uk

 @ADINJC



Take control of your Standards Check or Part 3 assessment preparation.

Often people wait until they receive the email from the DVSA to drop into their inbox before they prepare for their assessment. This approach puts the DVSA in control of when your preparation starts.

You can take back control from the DVSA by attending CPD courses such as the ones below. Start the year in control, book one of the courses below.

Monday 27th February - 6-8pm online

Standards Check & Part 3 Made Easy with Lynne & Andrew

The aim of this course is to demonstrate how the 17 competencies are linked, looking at what is done at the beginning of the lesson links to the middle & end. It will be split into 2 x 2-hour sessions, delivered via Zoom.

£60 members £75 lite members

>>>>> [BOOK YOUR PLACE NOW](#)

Tuesday 28 February 2023

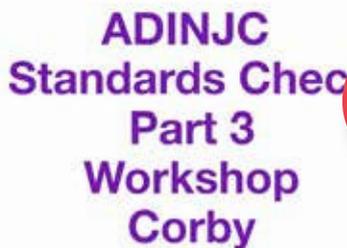
Standards Check Workshop

Holiday Inn Winchester Telegraph Way, Morn Hill, Winchester, SO21 1HZ.

The workshop will leave you feeling more confident and prepared and our expert trainers who are themselves ADIs will be there to help guide and support you throughout the day. Your workshop is an opportunity to meet fellow ADIs and take time for yourself to consider and improve your teaching ready for your standards check.

£99 premium members, £120 lite members

>>>>> [BOOK YOUR PLACE NOW](#)



**ADINJC
Standards Check
Part 3
Workshop
Corby**



Tuesday 14 March 2023

Essential Teaching Skills Workshop with Lynne Barrie & Andrew Love

Holiday Inn Corby-Kettering, Geddington Road, Corby, Northamptonshire, NN18 8ET

£99 premium members £120 lite members

The session is designed to enhance your teaching skills to get the best from your student. The workshop is suitable for both ADIs & PDIs.

The skills that will be discussed are

- Questioning Skills
- Feedback Skills
- Listening & Positivity Skills
- Identifying the needs of the Pupil

Lynne Barrie & Andrew Love are the session leaders for this event, both have extensive experience delivering training to ADI & PDI's, particularly with the SC & Part 3. Both are ORDIT trainers and well known in the industry for their knowledge in this area.

They have observed many Part 2, 3, Standards Check & ORDIT assessments carried out by the DVSA, which helps ADIs & PDIs to prepare for their test.

>>>>> [BOOK YOUR PLACE NOW](#)

There are limited places on these courses, so to ensure that you secure your spot, please go to [ADINJC Shop on the website](#).

If you haven't registered on our website yet, you'll need to register as a lite member to complete your purchase.

For the members that haven't migrated to the new membership structure or signed up to the new website, please call **0800 8202 444**

Feedback from previous Standards Check workshops

What did you enjoy about the session?

Gave a good overview of the SC, held in a friendly and relaxed atmosphere.

The openness of everyone and the style of the trainer.

Friendly approach, great involvement and active my goals.

What did you learn from the session?

To ask the pupil more detailed questions and be willing to pull up more often!

To ask more about the pupil's choice. To use more probing and funnel questions.

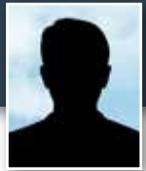
Risk Management and how to achieve goal of higher score.

I just wanted to say thank you for coming "up north" to run the course today. I really enjoyed it and will benefit from taking snippets to adjust my lessons and be Standards Check ready, hopefully. I thought your approach to the day with your questioning style and coaching was very clever and informative at the same time.

It is good that you and ADINJC have listened and taken the time to come up north, as most training sessions and conferences from the 3 main associations seem to take place in the midlands or further south. I hope this is the first of many in the future. If you register as a premium member then you will get the cheaper price for our courses - and it's only £4 a month to be a premium member with all the benefits that brings.

[Have a look at what the benefits are here.](#)





There was a story in the Mail of January 13th which seemed to give credence to a common myth. It said that drivers are being hit with around 50,000 parking tickets a day – or one every two seconds. Shock new figures reveal a ‘ruthless’ army of parking wardens employed by councils are issuing nearly 20,000 fines a day on average. With private companies dishing out a record 30,000 daily tickets, it means town halls and parking firms are on track to issue £1.3billion in fines this year if current rates continue. It will stoke concerns that drivers are being used as cash cows amid the cost of living crisis, with many councils plotting double-digit rises in parking charges this year. Fines issued by councils can be up to £10 in London or £70 elsewhere. Separately, private firms issued 2.7million tickets to drivers between April and June last year, the latest period data is available for – up 50 per cent on the same period in 2021. Edmund King, president of the AA, said: “Upping the charges and fining every single small mistake is a ruthless way to prop up council coffers.” The Local Government Association said income from fines is spent on parking services. With any surplus “spent on essential transport projects”. It comes after the Government withdrew parts of a code of practice aimed at protecting drivers from ‘cowboy’ operators, after parking firms began a judicial review. Good grief!

And there was a strange piece in the Sunday Times of January 29th. It said that a default speed limit of 20mph would be introduced on new or redesigned urban and residential streets under planning guidelines. Other measures would challenge the century-long dominance of cars in built-up areas by creating a hierarchy that puts the needs of pedestrians and cyclists first, followed by public transport. Other motor traffic would be lower priority with petrol and diesel vehicles last. (But wasn't this set out in the new Highway Code?) A draft version of Manual for Streets, the planning document from the Department for Transport (DFT), says: “The default should be to work to a design speed limit of 20mph in urban environments.” It adds that “for residential streets, a maximum design speed of 20mph should normally be an objective, with significantly lower speeds usually desirable”. Ministers have not yet seen the updated draft, which is due to be published early this year. A government response to the House of Lords report last year described the manual as “the department’s key piece of guidance on designing streets that put place above movement”. It said: “the updated manual is likely to focus on an outcomes-based approach, in which the street and all its users are considered holistically.” Supporters of 20mph zones point the safety benefits of lower speed limits. According to the Royal Society for the Prevention of Accidents, the risk of being fatally injured is 1.5 per cent at 20mph compared to 8 per cent at 30mph. And David Milner, deputy director of Create Streets, the research and advisory institute, said: “For the past 70 years, people have been guests in their own street, subservient to fast traffic. This design manual seems to be putting people, not vehicles, at its heart.” Well, there we all are then.

And the Mail of January 14th had an alarming story for Tesla owners. It said that if you have just bought one of these electric cars you might want to sit down. For owner Elon Musk has slashed the price of the electric cars by as much as £9,000 overnight. The starting price for a Model Y has been cut by £7,000 to £44,990, while the entry-level Model 3 has been reduced by £8,100 to £42,900. They were the top two best-selling cars in the UK last month, with a total of 16,368 registered at the previous prices. The biggest discount was on the Model Y Performance, whose price was cut by over £9,000 from £69,000 to £59,990. Consumer website Electrifying.com estimated that British motorists who bought a Tesla before Christmas could have saved a combined total of £13million by buying in the New Year. Tesla said in a statement: “As we exit what has been a turbulent tear of supply chain disruptions, we have observed a normalisation of some of the cost inflation, giving us

the confidence to pass these [savings] to our customers.” Musk admitted last year that Tesla prices had become ‘embarrassingly high’. Recent data has suggested that makers of electric cars more generally are slowing down UK production as the vehicles price out those hit by the cost-of-living squeeze and inflation. James Baggot, editor-in-chief of Car Dealer Magazine, said: “While these price cuts are great news for new Tesla buyers, there will be 16,000 owners who took delivery in December who will be furious that they paid the higher price. Tesla buyers who have not yet taken delivery will be able to cancel and order at the new price – but for those who have already taken delivery there’s little they can do.”

And the Mirror of January 31st had a piece that said nearly a quarter of drivers believe punishments for not wearing a seatbelt should be tougher. And 69% of those who feel penalties are too lenient think offenders should receive points on their licence as well. Rishi Sunak was fined £100 this month for not wearing a seatbelt, falling foul of a law that came in 40 years ago. The maximum penalty is £500. Almost seven in 10 of those polled by the RAC believe the driver should be responsible for all passengers putting one on. RAC road safety spokesman Simon Williams said: “Our research shows drivers are clearly supportive of greater penalties, which we know the Government is considering.” Hear, Hear I say.

And the Mail of January 19th had a story which said that thousands of cars could become ‘death traps on wheels’ under plans to increase the time between MoTs from one year to two, ministers have been warned. Motoring groups said the proposals – the biggest shake-up for MoTs for decades – would lead to more fatalities on roads. They warned that huge numbers of cars, vans and motorbikes could be driving around with brakes and tyres which do not meet legal requirements. Thousands of garages which rely on revenue from the annual checks could also go bust. Edmund King, of the AA, said: “If you move the MoT from every year to two years that means you would have an increase of death traps on wheels on the road because there would be no independent check on those cars. And within two years, with a driver doing 30,000 miles a year, it is very easy to have bald tyres and no brakes and that’s why the MoT is good. A new car could also easily have bald tyres within year three. The MoT is not a ‘nice to have’ – it’s crucial to road safety.” When MoTs were introduced in 1960, new cars did not require their first check-up until after ten years. In 1967, this was reduced to three years. But check-ups following the first MoT have always been annual. The consultation, which will close on March 1st, will also consider whether the batteries in electric vehicles should be tested to improve safety and reliability. As for me, I support the status quo.

And the Mirror of January 16th had a piece with the headline ‘Self-driving cars to put us all in jam’. It said that motorists could face congestion nearly twice as bad as today if self-driving cars become common. About 47% of vehicles will be autonomous by 2047 (my 100th year), a Department for Transport report predicts. It says that would bring the elderly and those who don’t have a driving licence on to the roads. It also claims, “the ability to work or relax in a self-driving car” means people will be “more amenable to sitting in traffic”. The analysis for England and Wales shows delays may rise by up to 85% from 2025 to 2060. The RAC Foundation said: “If everyone insists on having their own driverless car then traffic volume and parking pressures will rise.” We will just have to wait and see, will we not?

And the Mirror of January 10th had a story for the other half which told how Rolls-Royce has sold more than 6,000 cars in a year for the first time in its history. The 118-year-old car marque, now owned by BMW, sold 6,021 cars in 2022, up 8% from 2021. The uptick in sales to the ultra-wealthy

>>>





comes despite a global economic slowdown and cost-of-living crisis for ordinary families. Even the cheapest Roller is £250,000. But the biggest increase has been in bespoke models, costing an average of £440,000. The Boat Tail is priced at a rumoured £23million with just three being made. The US remains Rolls' biggest single market, but sales were also strong in the Middle East and Europe. Rolls-Royce Motor Cars chief executive Torsten Muller-Otvos said 2022 had been a "momentous year" for the company, based in Goodwood, West Sussex. Rival Bentley also enjoyed record sales. The Crewe-based firm said it delivered 15,174 cars last year, up 4% on 2021. Well, there we all are then.

And Auto Express of February 1st had a piece which said a pilot scheme where motorway speed limits are reduced to 60mph in an effort to tackle pollution should end, campaigners say, unless evidence can be produced that it's making a positive difference. Stretches of the M1, M4, M5, M6 and M602 are currently subject to the reduced limit as part of a trial by National Highways to study the effect of 60mph speed limits on nitrogen dioxide emissions. The scheme was supposed to last between 12-15 months, but has now gone on for more than two years. National Highways hasn't published any evidence of its effectiveness, either. Furthermore, according to a report by the Daily Telegraph, National Highways' modelling doesn't take into account particulate matter pollution from braking, while zero-emissions electric vehicles are also subject to the lower limits. National Highways has previously justified the latter point by claiming it would be dangerous to have different limits for different vehicles, even though HGVs, for example, are limited to a motorway maximum of 56mph. The 60mph limits have reportedly irritated motorists who had previously spent years driving at restricted speeds due to smart motorway upgrade works. (Did you wonder if I had forgotten about them?) Former Roads Minister Sir John Hayes told the Telegraph: "Air pollution is a concern, but the relationship between speed of traffic and pollution is complex. When you have congestion, emissions grow. It's hard to legitimise the argument that the difference between 60mph and 70mph is significant in terms of emissions, but I'd be happy to look at the facts. They've got to either come up with that or concede the scheme was not designed for its purpose." Campaigners from motoring groups including the AA, Safe Speed and the Alliance of British Drivers echoed these concerns, suggesting the 60mph limit needn't be in place 24/7 and that it could be causing nothing but frustration for drivers. A spokesman for National Highways told the Telegraph: "Given the complexity and amount of data needed, this requires appropriate time to complete all the stages of the analysis process. National Highways is looking to produce initial reports on the performance of the real-world 60mph speed limits in spring 2023." Well, that's all good is it not?

And finally,

Everyone remembers Karl Marx, but no one recalls his sister Onya, who invented the starting pistol.

I save all my small change to pay for winter underwear. It's my long john silver collection.

Til next time,

Adrian

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What are they thinking? - New drivers provide their thoughts on learning and investing in their future on the roads [click here to read](#)



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YOUNG DRIVER FOCUS 2023

10th May 2023 | RAC Club, Pall Mall, London

Talking young drivers - The annual Young Driver Focus announces more speakers [click here to read](#)



Tesla tops slowing EVs - New car sales increase but EVs feel the economic pressures [click here to read](#)



Job titles and costs - How careers fair in the rising cost of motor insurance [click here to read](#)

Public Liability Driving Tuition

Why is Public Liability cover so important?

Because we all make mistakes in life, including in our business operations as a driving instructor. Quite simply, if a member of the public (or any other third party) is injured or suffers damage to their property, arising out of the conduct of your business as a driving instructor, you could be held responsible.

The ADINJC Public Liability insurance, is designed to provide protection from claims against you by third parties who may have suffered personal injury or damage to their property, during contact with your driving school. Most motor policies provide you with a compulsory £20 Million Public Liability cover for accidents and injuries that occur as a consequence of having an accident. The ADINJC believes it's important to ensure you also have sufficient cover away from the vehicle, and have therefore arranged for its paid up members to benefit from £10 Million Public Liability cover away from the vehicle. The policy also has a low policy excess of just £500 for each and every claim. The ADINJC policy provides £10 Million cover for each and every claim during the life of the policy.

A range of claims can arise. These can extend from accidents at your own business premises, to incidents that occur whilst providing advice or tuition whilst working away from your vehicle.

Increasingly, it is a requirement of many customers, principals, and clients (particularly local authorities and government agencies), that you be asked to present proof of Public Liability insurance before they will work with you, or allow you to work on their property or premises.

Compensation arising from Public Liability claims can be substantial, and may include loss of earnings, future loss of earnings and damages awarded to the claimant. In addition, considerable legal costs in defending the claim can be incurred, and the claimants' legal costs may also be awarded against you if you are found to be at fault. All would be covered under a comprehensive Public Liability policy

Claims for trips, slips and falls are the most common, but there are other events that can lead to a claim against you. The following are examples of potential claims that can give rise to public liability claims against your driving school:

- you open your door for a pupil who you inadvertently trip over, causing an injury;
- you spill a hot drink in a classroom and a pupil slips over on this, causing an injury;
- a pupil falls over some cones you have positioned to practice parking, causing an injury;
- you knock over a valuable antique whilst waiting for a pupil at their home;



An introduction to coaching Article 10 - Coaching Questions

I often get clients asking questions about forming questions. Surprisingly, the skill in being able to ask questions is to listen. Often however we question our own questioning techniques and would like some questions that can help a conversation flow. I would like to give you ten key questions which I have probably stolen from somewhere else, but I can't credit the source as I have been using them for so long I can't remember where I first copied them from, these questions will help the conversation FLOW!

The ten questions are :

1. What is your purpose?
2. What would be the most valuable topic to focus on?
3. When we finish this discovery conversation, what outcome would be most valuable for you?
4. What is your current situation?
5. What could you do?
6. If you would do anything, what would you do?
7. If you could only take one option that you believe would add most value, what would it be?
8. What are the implications of taking this action?
9. What would you do and when?
10. Is this an effective use of your time?

Questioning helps identify areas to work on, they can identify the best approach for the way forward and discover the best learning style that will help the client find their solution. These type of questions promote thinking that creates awareness in the client, they will also identify the priorities and increase the communication process between you and them and also within themselves. Their new thought processes will help manage conflict within themselves. The client can also develop coping strategies, by increasing their ability to think, which helps challenge negative thinking and develop resilience.

Questions like these can be useful to create a process for well-being and performance, especially useful if you want to improve your healthy eating options, exercise more or simply relax. Using questions to create thinking around positive outcomes will help prevent stress and are proactive rather than reactionary. Nevertheless, we are not health professionals and should always refer someone to speak to their GP to gain advice around health issues, if you feel you are out of your depth.

If you are coaching in groups, questions can encourage clients to share good experiences that can help others. Have a go with these questions; it's fine to write them down and practise using them. There is no way you can remember these questions otherwise, and then you will find that when you listen to your clients, with your enhanced listening skills, you will naturally find the question you wish to ask based on their feedback to you.

I hope you find these short articles helpful in your quest to become a coach or just to find out more about coaching please contact me.

info@tri-coachingpartnership.co.uk



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DIPOD - The Driving Instructors' Podcast -

Sponsored by ADINJC for the discerning ADI!

Show 203 - The latest episode from Dipod is now freely available for your listening pleasure!

We mainly respond to correspondence from John Ploughman Head of Content Design at DVSA, who had been listening to our shows and wished to clarify some points. We thanked John and his suggestion of future guests on Dipod from the DVSA.

Plus, the fun and banter three of us around the round table have each time.

Find the latest show at www.dipod.co.uk

In which we spend most of the show responding to some correspondence.

- Modern Cars
- Theory Knowledge
- Correspondence
- The Isle of Triee
- Pass Rates
- Verbal Action
- 1.67 Million Tests
- Sunglasses
- Online Booking Service
- Examiner Strike
- Oredit Restart
- MBE for Mike

Find the latest show at www.dipod.co.uk

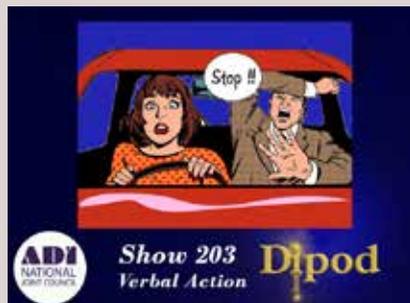
Please tell a fellow ADI about the Driving Instructors' Podcast and help spread the word!

Catch up now on all 63 minutes if you haven't done so already and as always, these shows are not to be missed!

Remember, the guys love to hear from you and your response to the show is always welcomed!

www.dipod.co.uk Phone us **08432 892556** E-mail: adi@dipod.co.uk

Leave an audio message straight from your PC with the widget on our [contact page!](#)



Calling all budding writers out there. Would you like to write for ADINJC in 2023? Perhaps you'd just like to see your name in digital ink? Please do send us in articles and indeed anything of interest. We welcome your views and ideas and as editor, I look forward to hearing from you. Email studio@ideas4adis.co.uk

This month as every month, thank you to everyone who contributes and helps ADINJC, most especially our magnificent Sponsors.

“

A QUOTE FROM 1973

“For the odd thing about wisdom is the more you use it the more it grows; and the more you share, the more you gain.”

- Lloyd Alexander, The Foundling and Other Tales of Prydain

”



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