



Warrington Group of Advanced Motorists

Newsletter

WARRINGTON GROUP OF ADVANCED MOTORISTS
AUGUST 2009 NEWSLETTER

WARRINGTON GROUP OF ADVANCED MOTORISTS

IAM Group Number 5075
Registered Charity Number 1048554
Website: www.warrington-advanced-motorists.org.uk
Email: contact@warrington-advanced-motorists.org.uk

President Paul Griffiths

Vice Presidents Bryan Moore & Christian Givvons

Committee Members: Group Year 2008 - 2009

Officers

Chairman & Training Officer	Andrew Bloomer	Tel: 07768 990083
Vice Chairman	Ian Bell	Tel: 01925 634484
Treasurer	Steve Segar	Tel: 01925 727173
Secretary	Roy Nelson	Tel: 01925 229675
	15 Holford Way	Mbl: 07711 765194
	Bridge Park	
	Newton le Willows	
	Merseyside	
	WA12 0BZ	

Committee Membership

Associate Co-ordinators Cars	Rod Hackwell	Tel: 01925 638045
	Mike Mercer	Tel: 01925 222102
Membership Secretary	Ian Bell	Tel: 01925 634484
	49 Littleton Close	
	Great Sankey	
	Warrington	
	Cheshire	
	WA5 1HB	
Merchandise	Fiona Soutar	Tel: 0161 928 4056
Minutes Secretary	Derek Butler	Tel: 01925 728916
Motorcycles Liaison	Vacant	
Newsletter Distribution	Barbara Mealey	Tel: 01942 203048
Newsletter Editor	Fiona Soutar	Tel: 0161 928 4056
Publicity	Peter Marsland	Tel: 01925 755921
Website Editor	Chris Rogers	Tel: 01925 861222

Non-Committee Posts

Associate Coordinator M/cls	Gordon Blackshaw	Tel: 01925 860967
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DISCLAIMER - The contents of this newsletter are purely the opinions of the contributors and do not necessarily represent the views of the Institute of Advanced Motorists or the Warrington Group.

CHAIRMAN'S CORNER

As both Training Officer and Chairman, I was delighted to hear that after another pass by one of our associates recently, we have now achieved more passes this year than any of the previous five years, and we still have a few months left to increase this further still. So a big "well done" to all successful associates and a big "thank you and well done" to all our volunteer observers who willingly give up their time to pass on their knowledge to grateful associates.

Here's another brain teaser, the answers of which are shown later in this newsletter.

What do the following words have in common?

Banana, Dresser, Grammar, Potato, Revive, Uneven, Assess

Andrew Bloomer



WELCOME TO NEW MEMBERS

Welcome to new members Ian Austin, Stephen Shalcross and Mathew Thomas to the car section, and Mark Barrow, Peter Chapman and Bob Walker to the motorcycle section. Good luck and please should you have any problems or queries please ask and we will endeavour to resolve them.



Congratulations to Carolyn Warrington on passing the car test.

When you pass the Test and receive your membership information from head quarters could you please let me know so that the membership records can be updated with your IAM membership number and expiry date.

A special note for our email members please keep your mailbox cleansed as newsletters sometimes bounce back. Also, if you are thinking of changing your email address then please remember to let Peter or myself know.

Membership subscriptions will shortly be due. If you are resigning from the IAM nationally but would still like to be a member and keep in touch with the Warrington group we do have a membership category of friend. This is for non IAM members and still only costs five pounds.

Ian Bell

I am pleased to welcome Mark Barrow, Peter Chapman and Bob Walker to the group. Mark rides a Honda CBF 1000 GT, Peter rides a Suzuki DL 650 and Bob rides a Harley Davidson Softail Heritage Custom.

Gordon Blackshaw





TRAINING NOTES: SIGNALLING

I understand that there has been conflicting advice given to associates about signalling that is causing some difficulties. I did cover this topic in detail in January's newsletter and have run it again below for ease of reference - can I urge ALL observers to follow these guidelines when advising associates please?

"Paragraph 103 of the latest Highway Code gives half a page on signalling, which I won't "just repeat", but is well worth a read. Whilst the advice and guidance side of the Highway Code is not law, it is often quoted as good basic practice.

As Advanced Drivers we always follow the System of Car Control, and signalling is considered in the "Information" phase and so long as it has been considered, why give one if there was no one to benefit?

On test, the Examiners Brief, as per the Examiners Instruction Book, is to "score" candidates from 1 to 5 with every driving discipline. The guidelines for signalling are as follows:-

1. Where necessary, all signals were given correctly and in a manner that clearly indicated the driver's intention.
2. Although signals were given correctly for the most part, there were occasions when they were given unnecessarily, or omitted.
3. Use of signals tendered to be rather automatic.
4. Inappropriate signal use tendered to mislead other road users.
5. Insufficient signal use, coupled with a tendency to signal achievement rather than intention, led to some uncomfortable situation.

My view is that a driver gives an indication (i.e. use their indicator or arm signal if appropriate) to signal to other road users of their intention, i.e. their intended manoeuvre. Notice I use the words "other road users", which will include motorcyclists, pedestrians, cyclists, horse riders as well as other car drivers.

Please note that as can be seen above at (1) the words "where necessary"; at (2) "there were occasions when they were given unnecessarily"; at (3) "tendered to be rather automatic"; at (4) all of it; at (5) "Insufficient signal use" or basically signalling too late i.e. after the event. Let us now consider a couple of examples.

You are approaching a roundabout and have a choice of three lanes, with the left hand lane clearly designated for leaving the roundabout at the first exit, which is your chosen path. It is often said that because you are in a designated lane, you don't have to indicate, but this is not necessarily correct! Vehicles approaching the roundabout with you should have a clear view of lane signs and should be able to see that you are in a designated lane and will know your intended path, so an indication won't be necessary.

However, the same can't be said for road users either already on the roundabout or looking to enter the roundabout, and as such consideration of using a signal should be given if they are likely to benefit from it. The most likely road users to benefit would be anyone looking to enter the roundabout at the same junction that you intend exiting from or pedestrians who may be crossing in your intended path, who would wait until you pass if they were informed that you were actually turning left, as neither may not be aware that you are in a designated turning left lane. This signal will also reinforce to other road users an obvious intended manoeuvre.

Consider another example. You are at a "T-junction" looking to turn right and there are no other road users behind you but there are vehicles approaching from both your left and right on the road you are looking to join. Do you need to signal? Clearly, there are no other road users behind you that will benefit from a signal, so you then consider the vehicles approaching from both your left and right. Vehicles approaching from your left won't benefit from a right hand signal, because they cannot see that signal, and therefore they do not warrant one. However, vehicles approaching from your right will be able to see your signal (because most cars have an indicator on the side of their car, as well as one front and rear) and as such they might benefit from your signal, so one should be provided.

In a nutshell, a good driver will always consider a signal and/or if there is a likelihood of someone benefiting from a signal appearing right at the last second, give one just in case, but obviously not all of the time.

As always, if anyone would like to discuss anything arising from this article or would like me to discuss any other topics moving forward, please let me know.

Andrew Bloomer

DRIVER OF THE YEAR COMPETITION



As some of you may know, every year we run a "Driver of the Year" competition that is open to ALL members of the group to take part in. This year is no exception and one of our local examiners, Bryan Moore has agreed to assist. It will involve Bryan assessing your driving over a course of his choosing (the same for each competitor) and then the best driver will be awarded a prize at the Annual General Meeting. Senior Observers, Observers, Trainee Observers, Associates etc. are all encouraged to participate and previous winners haven't been confined to qualified Observers! Remember, this competition does not affect your IAM membership in any way!

More information will be provided shortly as to Bryan's availability but if anyone has any questions, please do not hesitate to contact me.

Andrew Bloomer





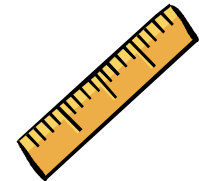
HOW TIMES HAVE CHANGED

I was recently asked about advice and guidance with regards to the use of indicators on vehicles and that set my memory working overtime and way back to Police Driving Courses.

Many of the Instructors in years gone by were older Police Constables who had spent a long time in the Police Traffic Department and were vastly experienced and skilful drivers. However, many weren't shall we say, using today's terminology "Politically Correct" or indeed user friendly.

One instructor, who shall remain anonymous for fear of retribution, if he ever got a little fed up if you continued to indicate when it was unnecessary on country roads would scream out "STOP THE CAR, STOP THE CAR" and you would obey his instruction to the letter and stop. "NOW GET OUT" and he would walk around the car and scream, "WHO ARE YOU INDICATING TO?" You would soon get the message.

Another instructor would, if you had the bad habit of leaving your left hand on the gear stick slightly longer than required, wallop the back of your knuckles with a 12 inch (30 centimetres to our younger readers) ruler. You only did that once before getting the message.



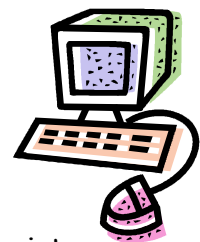
On the Advanced Course, to make things seem a little more realistic, the Inspector who took you for your final drive, would tell you that a bank robbery had recently occurred at a certain location that you were headed towards and that the offenders were in a vehicle that he would then describe and that you were to keep observations for this vehicle and when you saw it take up commentary and follow it, as if in a "cops and robbers scenario" (the bandit vehicle would be driven by an Instructor from the Driving School and would be driven accordingly). Anyway the Inspector had just given his script re observations for the bandit car and I was headed towards the location given keeping a look out for the bandit vehicle when a marked operation police vehicle went screaming passed us going in the opposite direction, to which I happened to remark "He mustn't have got your radio message sir". The Inspector gave me one of those looks of disbelief obviously wondering what planet I was from.

How times have changed - fortunately our observers don't shout at students and they certainly don't physically attack them, but I do hope you still have a little humour between you.

Paul Griffiths

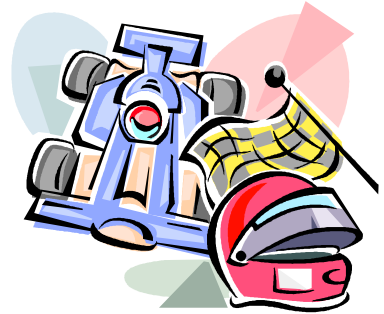
FACEBOOK

You can now find us on Facebook - just look up Warrington Advanced Motorists.



**OUR FORMER PRESIDENT, ALAN DOMVILLE, CONTINUES HIS SERIES
REFLECTING ON MANY YEARS AS A MOTORING WRITER.....**

Successful journalism is often about being in the right place at the right time. One such occasion came for me while driving a new Ford Escort in Finland in the depths of an Arctic winter. There are, I have to admit, one or two boy racers in my fraternity and it's always best to avoid driving with them - especially when road conditions are bad. I was doing my utmost to do just that at in the hotel car park when I was asked if the then head of Ford, Sam Toye could accompany me on our day-long sortie up country. Little did I realise then that what he wanted to do was to make himself scarce.

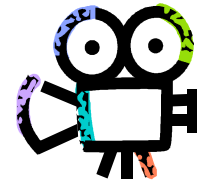


That morning the story had broken that Ford wanted to buy the troubled British Leyland company and the whole world's press wanted to story at first hand from Sam. But only I had his ear for the whole day.

I was in the right place at the right time also while travelling just a few miles from Silverstone for the 1979 British Grand Prix. I was taking a Warrington couple to the race after they had won a competition in my Guardian feature which was also to have included a meeting with the late great James Hunt. We had understood that the second part of the prize could not be fulfilled because the racing driver had joined the BBC and had to commentate on the event. I honestly tried to ignore the dishevelled looking couple standing at the side of road thumbing a lift when my contest winners suggested I stop to help. Astonishingly it was James and his girl friend "Hottie" Birbeck whose motorcycle had broken down - so it all worked out perfectly in the end.

Returning from a Peugeot trip to Jordan I sat in my designated seat on the plane and was joined by a chap at least 80 years old who brushed aside my suggestion that he was in the wrong seat. "There'll be plenty of room," he said. We began talking and I told him where I worked etc. He then stunned me by saying that he had to be back at work the next day - in the House of Lords. It was Lord Repton, one time cabinet minister in the Macmillan government, second most senior QC in Great Britain and mentor of Margaret Thatcher. We spent the next five hours chatting amicably about all the great politicians of our collective lifetimes. An absolute treat!

Best of all such experiences came when I was at the tiller of Ellen McArthur's original high speed boat Kingfisher, taking a group of journalists across the Solent to the Isle of Wight for the launch of a new Espace. Halfway across, and with me trying to dodge the traffic building up for the upcoming Cowes Week, a RIB pulled alongside and into (not on to!) her old boat came the great Ellen. I offered her the tiller but she told me to carry on as I was doing a good job. Happily I managed to complete the journey without crashing!



ROADCRAFT DVDS

The group has four copies of the Roadcraft DVD available for use by associates and observers. A deposit of £10.00 each is required, which will be refunded when the DVD is returned. Please contact Carlo on 07782 425 811 if you would like to borrow one.

NEWSLETTER ARTICLES

Contributions to the newsletter are more than welcome. Please send them to:
newsletter@warrington-advanced-motorists.org.uk
or pass them to any committee member.



The deadline for Septembers' newsletter is 23rd August 2009.

NEWSLETTER BY EMAIL

Why not have your newsletter delivered by email rather than snail mail? It's easy; just send an email to:
peter.fawcett@warrington-advanced-motorists.org.uk

Please include in your name and address in the email to help with the administration side of things. No more waiting for the postman - do it today.



DRIVING RE-ASSESSMENTS

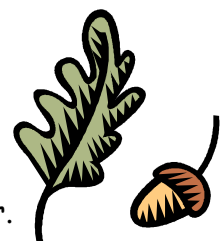
Don't forget that holders of the Advanced Driving Certificate can have their driving analysed and brought up to date with one of our Observers. There is no fee and the result cannot affect your IAM status. Come down one Sunday morning - prior notice would be helpful to us. We can also do mid-week runs by arrangement.

MID-WEEK OBSERVED RUNS

Don't forget - mid week observed runs can be organised on request. For more information, or to organise a mid-week run, please contact Roy Nelson (contact details on the second page of this newsletter).

DID YOU KNOW?

Oak trees do not produce acorns until they are fifty years of age or older.



MEET THE COMMITTEE: BARBARA MEALEY

Role: Printing and collating the newsletter

Date passed advanced test: October 1992

Describe yourself in 3 words: Mad



If you could have any car / bike in the world (price no issue), what would you have and why? At the moment I would like an Audi TT. I just like the style of it, however, will probably end up with a Mazda 3 or Honda Civic to replace the Rover 75 that is on its last legs!!

What was the last book you read? Not counting Stuart Maconie's 'Short Stories for Short Breaks', it was Katie Fforde's 'Practically Perfect'.

What film could you watch over and over again? Mamma Mia, sad I know!

What picture do you use on your desktop background? A picture of lots of plants off the Gardener's World website.

What is your most cherished memory from the past year? My son graduating and receiving his PhD after a lot of hard work.

Where is your favourite holiday destination? Austria

A FIFTH OF DRIVERS 'RECEIVED PARKING TICKETS IN 2008'



Almost one in five (18 per cent) motorists in Britain received a parking ticket last year, a survey has revealed.

The poll conducted by the Office for National Statistics in December 2008 showed that 54 per cent of respondents stated parking restrictions were in place in their local area. Almost two-thirds (65 per cent) felt that the level of restriction was correct and 61 per cent that enforcement was about right, although one in four said that parking rules caused them problems.

The opinions survey also found that 62 per cent of those who moved home over the past year considered the availability of a garage or office street parking to be either very or fairly important, although three out of ten of those quizzed lived in households without a car. Car users said that reasons for them limiting how often they drive included the cost, availability of parking and the price of petrol.

Source: The Chartered Institute of Logistics and Transport, 22 May 2009



GIGGLES: WHY DO WE LOVE CHILDREN?



Ketchup: A woman was trying hard to get the ketchup out of the jar. During her struggle the phone rang so she asked her 4-year-old daughter to answer the phone. 'Mommy can't come to the phone to talk to you right now. She's hitting the bottle.'

Nudity: A little boy got lost at the YMCA and found himself in the women's locker room. When he was spotted, the room burst into shrieks, with ladies grabbing towels and running for cover. The little boy watched in amazement and then asked 'What's the matter, haven't you ever seen a little boy before?'

Police 1: While taking a routine vandalism report at an elementary school, I was interrupted by a little girl about 6 years old. Looking up and down at my uniform, she asked 'Are you a cop?' 'Yes' I answered and continued writing the report. My mother said if I ever needed help I should ask the police. Is that right?' 'Yes, that's right' I told her. 'Well, then,' she said as she extended her foot toward me, 'would you please tie my shoe?'

Police 2: It was the end of the day when I parked my police van in front of the station. As I gathered my equipment, my canine partner, Jake, was barking and I saw a little boy staring in at me. 'Is that a dog you got back there?' he asked. 'It sure is,' I replied. Puzzled, the boy looked at me and then towards the back of the van. Finally he said 'What'd he do?'

Elderly: While working for an organization that delivers lunches to elderly, I used to take my 4-year-old daughter on my afternoon rounds. She was unfailingly intrigued by the various appliances of old age, particularly the canes, walkers and wheelchairs. One day I found her staring at a pair of false teeth soaking in a glass. As I braced myself for the inevitable barrage of questions, she merely turned and whispered 'The tooth fairy will never believe this!'

Dress-up: A little girl was watching her parents dress for a party. When she saw her dad donning his tuxedo, she warned 'Daddy, you shouldn't wear that suit.' 'And why not, darling?' 'You know that it always gives you a headache the next morning.'

School: A little girl had just finished her first week of school. 'I'm just wasting my time,' she said to her mother 'I can't read, I can't write, and they won't let me talk!'

Bible: A little boy opened the big family Bible. He was fascinated as he fingered through the old pages. Suddenly, something fell out of the Bible. He picked up the object and looked at it. What he saw was an old leaf that had been pressed in between the pages. 'Mama, look what I found,' the boy called out. 'What have you got there, dear?' With astonishment in the young boy's voice, he answered 'I think it's Adam's underwear!'

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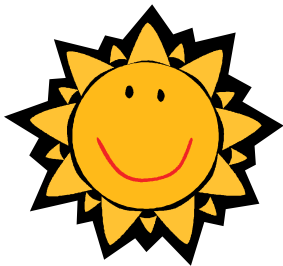
I am pleased to report that your grumpy old driver became a happy old passenger in late April. The occasion was a holiday booked with Memory Lane Holidays and Travel in Colborne. I'd enjoyed a coach holiday in Norway a few years ago with this popular company, so needing an essential break from trials and tribulations which had beset me over the previous 6 months I suggested to our Carol would she fancy going with me to the Isles of Scilly for a week. She readily agreed so I booked the holiday.



The firm sends a minibus to pick one up at home together with luggage then transfers you to the coach's pick up point nearby. We had a smooth and progressive drive to Newquay on the motorways and stayed overnight at a splendid hotel facing the sea.

Next morning we transferred back to our coach, driving to Penzance where we took a short helicopter flight to St. Mary's in the Isles of Scilly. We only had to haul our luggage in and out of the small airports while our coach driver did the donkey work. The helicopter flight is noisy, but this wily old bird had procured ear protectors for ourselves as I had experienced this particular trip some years ago. That had been a day trip to Tresco to visit the world famous Abbey Gardens and I had promised myself a return visit with more time to explore these beautiful islands.

The holiday included excursions and guided walks on St. Mary's and we were given complimentary boat trip tickets enabling us to sail in small boats to other islands to see the seals and numerous sea birds. The weather was hot and sunny until the last afternoon when it rained heavily for a few hours. But I was looking around the interesting museum at the time and only had to dash quickly a few yards up the road to our hotel which is the largest in Hughtown - the main town in the islands and 'capital' of St. Mary's.



We sailed to St. Martin's and walked around for a while. Next day we went to Tresco and walked there for a couple of hours. We had a boat trip around Arret and rocks in the sea to see the wild life. One is not allowed to land on Arret as it is designated a wildlife sanctuary. Another day we visited St. Agnes and enjoyed the walking and views.

Hughtown has only a couple of hundred shops and pubs but there is plenty to buy and do. In the photographic shop, Carol was able to print off some photos taken with her digital camera and was shown how to use the ultra-modern machine and edit her selection of pictures.

A short trip around part of St. Mary's was taken on an ancient charabanc called Katie. It is blue and cream in colour, is the only one left of its kind in the whole world, and is limited to 20 mph. During his many stops to admire the views, the driver had many comical tales to tell and I laughed till I cried. Another guest was a lorry driver by

profession, sitting with his wife by Carol and me and he had a permanent grin on his face at the lack of speed, the double declutching of the gear changes with a tall upright gear lever and the groaning of the engine struggling up the low hills. The interior of Katie was rather tatty, but the seats were comfortable.

Our short holiday was extremely enjoyable (no noisy and disruptive children to disturb us) the food excellent - fish very fresh and plentiful, the hotel staff charming and helpful and we made friends very quickly with all the other guests. We even dipped into the hotel's swimming pool for some exercise. The last morning, the local bus took us to the airport on the highest hill and we had a tail wind blowing us swiftly back to Cornwall and Brian our coach driver waiting to carry everyone's luggage into the coach ready to return home.

THANK YOU

A big thank you goes out to all the group members who helped at the Warrington Disability Awareness Day held at Walton Hall Gardens last month.



A special thank you goes to Bill Peet who towed the caravan to Walton on the Saturday and to Keith Macklin who brought it back to the farm on the Sunday. Not forgetting Carlo (main man) who manned the caravan from 8.30 until 5.30 on Sunday (well not all the time since he went on his travels collecting "goodies" and having an Indian Head Massage!)

Much interest for the group and the advanced test was generated and several new members have been recruited since the event. We were, as is the norm, "flying the flag" for advanced motoring not just in the Warrington area, but also from Widnes, Stockport, Preston, Middlewich and Newcastle upon Tyne amongst others!

Thank you once again and see you there next year!

Peter Marsland

CHAIRMAN'S CORNER: ANSWERS

Answer: In all of the words listed, if you take the first letter, place it at the end of the word, and then spell the word backwards, it will be the same word!



FINISHED READING? PASS IT ON....

Personal recommendations from members are one of the main ways we recruit new associates, so please feel free to pass on this newsletter.

