

# Warrington Group of Advanced Motorists



October 2009  
Newsletter

**WARRINGTON GROUP OF ADVANCED MOTORISTS**

**IAM Group Number 5075**

**Registered Charity Number 1048554**

**Website: [www.warrington-advanced-motorists.org.uk](http://www.warrington-advanced-motorists.org.uk)**

**Email: [contact@warrington-advanced-motorists.org.uk](mailto: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
DVDs	Carlo Marrow	Tel: 07882 425 811

**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

It is that time of year when we on the Committee start planning for the AGM. Your Committee put a lot of time and effort into making the Group run as efficiently as possible, and this time is freely given without any financial reward and very often without even a pat on the back. The AGM is your chance, as members of the Group, to come and hear a report on what has been happening within the Group during the last 12 months, and to ask any questions that you wish to be answered. So come on, get down to the AGM and give your Committee your support.



Finally, here's another brain teaser (as always, the answer will be shown later in the newsletter):-

1. Continue this swquence in a logical way:	25 Points
<u>M</u> <u>T</u> <u>W</u> <u>T</u> _   _   _	
2. Correct this formula with a single stroke:	25 Points
5 + 5 + 5 = 550	
3. Please write anything here:	25 Points
<div style="border: 1px solid black; height: 30px; width: 100%;"></div>	
4. Draw a rectangle with 3 lines:	25 Points

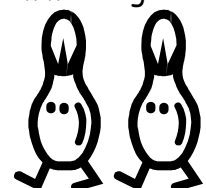
\*\*\*\*\*

## SKITTLES AND HOT POT

We are holding another of our very popular skittles evenings on Saturday 12th December 2009 at St. John's Church Hall, Wilderspool Causeway commencing at 7:30pm. The cost is £4.00 per person and this includes a hot-pot supper.

Names to Carol please:

Tel: 01925 791961 / e-mail: carolgriffiths@strayduck.com



## WELCOME TO NEW MEMBERS / GROUP MEMBERSHIP RENEWAL TIME

Yes folks it's the time of year again! Attached to last month's newsletter was the group membership renewal form. It was the coloured sheet inside or for the email people you will have attached a group membership application form for you to fill in and post or bring down to the caravan. Please remember that this is the group membership, which is separate from your IAM membership, which is renewed annually from your test date and is paid direct to IAM HQ. If you check your newsletter label this will have printed your group expiry date.

Please note any members who are not renewing you're IAM membership but would like to stay in touch with the group can re join as a group friend. This category is for none IAM Members, as such you can attend any group meetings and still receive this wonderful newsletter, although this membership category carries no voting rights at meetings.

# WELCOME

Welcome to new members Amy Roberts & Norman Bennett and full member William Francis to the car section, and Kerry Beswick 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 Ian Austin, Kim Jenkins, Michael Parrington & Stephen Searle on passing the car test.

Congratulations to Andrew Bent who successfully completed observer training and has now qualified as an Observer.

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

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.

Ian Bell

\*\*\*\*\*

## 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 Novembers' newsletter is 18<sup>th</sup> October 2009.



## TRAINING NOTES: POINTS WORTH THINKING ABOUT IF YOU DRIVE AN AUTOMATIC

**Ack.** To a number of sources, but in particular Macclesfield Group whose newsletter item (from which I have quoted) prompted this piece.

This note is written with a 4-speed gearbox in mind: if you are fortunate enough to have more gears to play with, adapt accordingly.



### General

It is imperative that the driver should know and understand the particular system fitted to his/her car, in conjunction with any advice there may be in the manufacturer's handbook. IAM test candidates should therefore be prepared to demonstrate an understanding of the system to the Examiner during the course of the Test.

Cars fitted with automatic transmission systems could be driven in 'D' continually and for the purpose of the IAM Advanced Driving Test, the candidate must be able to demonstrate the functions properly to advantage. It is a matter of knowing when and how to intervene in the normal automatic processes that is important, and is why the driver must have a thorough understanding of the system fitted to the car.

Manually selecting an appropriate intermediate gear gives the driver finer control of the car in circumstances where an intermediate gear is required, for example in built up areas where congestion dictates almost continual speed variation. Leaving the car in 'D' tends to induce unnecessary flitting from one ratio to another, coupled with a level of coarseness in control.

Similarly on winding stretches of road, where fine control through acceleration sense is called for, the driver could manually select an appropriate intermediate gear. This may be appropriate for cars with "steering mounted paddle controls" less so where the control is a transmission tunnel mounted lever.

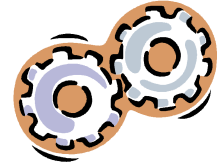
There is a 'kick-down' facility incorporated in most automatic transmission systems, which is intended to give an instant response by the automatic selection of a lower gear ratio. Manual intervention can give the driver finer control of the car and prevents selection of a lower gear at an inappropriate stage, which is automatically induced with 'kick-down'.

### Stationary - In Gear or Neutral?

The road scene and circumstances should dictate whether neutral should be selected when stationary. If the stop is momentary then leave the transmission in 'D' or whatever intermediate gear selected and, if necessary, apply the parking brake. If the stop is more prolonged then the parking brake should be applied and neutral should be selected, in that order. An ordinary wait at red traffic lights should not require a move from 'D' to 'N'.

Some people now switch their engines off altogether, for environmental reasons, if they expect a significant wait. At the very least, the drag of a conventional automatic in 'D' rather than 'N' will cause the engine to burn more fuel to maintain idling rpm. During warm-

up, with both engine and gearbox oil cold, the idling speed is higher than normal, and the mixture richer than normal, both environmental and engine-wear considerations therefore might favour selecting neutral (when the engine is cold!), subject to any overriding instructions in the car's handbook, if you can't switch off altogether. Neither is a practice I would recommend. Any eco impact or cost saving would be minimal. So the general advice is as above to leave the transmission in drive. (Note, however, if the engine is on high tick over, the car will try to pull away more and thus the parking brake must always be securely applied).



### On The Road

On long steepish descents it is advisable to move the transmission from Drive to a lower gear; this facilitates increased engine braking and reduces brake overheating and minimises the consequent possible brake fade.

With many automatics, when acceleration from a slowish speed is required, there is a perceptible delay while the box changes down before you get the acceleration you want. There may be more delay in getting the power if the engine is turbocharged and only at low rpm. Ref: 'kick-down' above;

So if you are, say, following a lorry doing 40 along a country road, and you want to be ready to overtake briskly when a safe opportunity arises, dropping from D to a lower gear will avoid any change-down pause and will get the turbocharger spun up ready to deliver the urge when you are ready to go.



A further point, not on handling an automatic gearbox, but on controlling a car with one: Some time ago the Daily Telegraph's 'Honest John' reported an accident when a lady was run over and injured in a car park by a car travelling at less than 10 mph.

He wrote: "This accident involved an automatic and it turned out that the driver lost control because she was attempting to use only one foot to brake and accelerate. It is definitely time for the Royal Society for the Prevention of Accidents to change its advice about driving one footed because this is causing accidents rather than preventing them."

I don't know whether RoSPA have changed their advice, but once again here is an instance where it is important not to let a general principle using only your right foot to brake with an automatic become a rigid rule. However, left foot braking is a practice fraught with danger particularly, if you switch between automatic and manual transmission vehicles. Indeed, the IAM states that this technique is not encouraged for normal road driving. I would therefore strongly disagree with HJ and always advise drivers of automatics to stick with one foot braking/ acceleration.

Referring to HJ's comments: From what I have read, the most common cause of such accidents (car parks, garden drives & etc.) is the driver's failure to follow the SYSTEM and his/her failure to observe spouses, children and others getting in the way of the reversing vehicle. Automatics do tend to surge in reverse on the slightest touch of the accelerator. It is good practice, when manoeuvring, having selected reverse, to lift the foot from the throttle completely before releasing the parking brake.

However, some drivers can use this 2-foot technique effectively when manoeuvring in a confined space, if it is competently employed without compromising safety or car control, then it is acceptable. Further on rare occasions when drivers may have to negotiate a deep ford, left-foot braking may be necessary in order to sustain high engine speed to expel water from the exhaust system, whilst at the same time maintaining a fairly low road speed.

On this, a final point to emphasise: when stationary at lights etc. in drive (the preferred option), the driver should ensure the parking brake is fully applied and still cover, but not apply the brake pedal, consciously keeping the right foot away from the throttle.

To emphasise this need, Observers might well take an Associate whose car has automatic transmission to an empty car park, and well away from any walls, barriers etc. get them to stop, apply the parking brake and whilst leaving the car in drive gently touch the throttle pedal.

### Reference Parking Brake vs. Hand Brake:

I have observed a number of Mercedes car driver Associates whose car had what they described as a "foot operated hand brake"! Perhaps the above demonstration would underline Mercedes good design?

Roy Nelson

\*\*\*\*\*

### CHILDREN IN NEED

This year's BBC Children in Need Appeal is on Friday 20<sup>th</sup> November. We will, once again, be selling Pudsey Bear biscuits, cakes and chocolates at the caravan on Sunday 15<sup>th</sup> November, so don't forget to bring plenty of money!

\*\*\*\*\*



### GIGGLES: WOMEN WHO KNOW THERE PLACE

Barbara Walters, of 20/20, did a story on gender roles in Kabul Afghanistan, several years before the Afghan conflict. She noted that women customarily walked five paces behind their husbands.

She recently returned to Kabul and observed that women still walk behind their husbands. Despite the overthrow of the oppressive Taliban regime, the women now seem to, and are happy to, maintain the old custom.

Ms. Walters approached one of the Afghani women and asked 'Why do you now seem happy with an old custom that you once tried so desperately to change?'

The woman looked Ms. Walters straight in the eyes, and without hesitation said 'Land Mines'.

Moral of the story is "behind every man, there's a smart woman".



## WHEN WAS THE LAST TIME YOU READ THE HIGHWAY CODE?



Answer honestly please. Can you honestly say that it was within the last few months or so, or was it when the latest edition of the Highway Code came out, worse still was it the night before you took your Institute of Advanced Motorists Car or Motorcycle Test?

Many people claim that they are a good driver. It is like the old saying, "call me fat, call me lazy, but don't label me as a bad driver", but the difference between being a normal driver, a good driver or an advanced driver / rider, should include not only our ability to drive better, safer, smoother, more courteous and more progressively safer, but having a good working knowledge of the Highway Code, makes a driver reach another level in driving / riding skills.

The Highway Code quotes itself as: "This Highway Code applies to England, Scotland and Wales. The Highway Code is essential reading for everyone."

Furthermore, it completes its introduction as: "Although failure to comply with the other rules of the Code will not, in itself, cause a person to be prosecuted, The Highway Code may be used in evidence in any court proceedings under the Traffic Acts (see 'The road user and the law') to establish liability. This includes rules which use advisory wording such as 'should / should not' or 'do / do not'.

Knowing and applying the rules contained in The Highway Code could significantly reduce road casualties. Cutting the number of deaths and injuries that occur on our roads every day is a responsibility we all share. The Highway Code can help us discharge that responsibility".

I am not suggesting that everyone know the Highway Code verbatim, but we should all have an excellent working, understanding knowledge of its entire contents.

Paul Griffiths

\*\*\*\*\*

### 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](mailto: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.

\*\*\*\*\*



## THE OPEN DAY

On a sunny Saturday last month, the group received a good response when the IAM 's mobile display unit was parked on Marketgate in the centre of Warrington publicising the Open Day (the following day).

A glorious day developed at our regular Sunday meeting place, but without as many of the enthusiastic drivers and riders as the previous day. Nevertheless, a reasonable number turned up and were given demonstration drives and had their own driving assessed.

Several mothers and fathers drove down or were passing and enquired about advanced driving/riding courses for their sons or daughters. It was mentioned that not many of the "free" courses were left so they had better be quick and despatch their "offsprings" down to the car park. No-one actually joined on the day but many promised to do so in the following weeks, and no doubt will have done so by the time you read this article.

Open days always bring out some of the group's friends from the past and it was good to see Pete Hanson, Steve Bielizna and Reg Hinett. A big thank you goes to:

- Everyone that helped at Marketgate
- Group members who supported us on Sunday.
- The main man Carlo, who represented the group on both days.
- IAM & David Wilson Trailers for the MDU
- Chris Rogers for towing the MDU
- Gareth Dunning (News Editor - Warrington Guardian)
- Bridget (Editor & Owner - South Warrington Newspaper)
- Alan Storton and Martin Fox (Warrington Borough Council)
- WIRE FM 107.2



## Publicity Events

Thanks for representing the group also go to:

- Steve Segar and Andrew Bent at the Freshers Fayre at Warrington Collegiate Institute.
- Mike and Kathy Lyne at the Pension Service Exhibition in the Gateway Centre.

Full report on both events next month, since they occurred after this newsletter went to press.

Peter Marsland

\*\*\*\*\*



## FACEBOOK

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

## ALAN DOMVILLE ALAN DOMVILLE CONTINUES HIS CAREER RECOLLECTIONS....



In one of my recent articles, I wrote about being in the right place at the right time. One occasion when I was assuredly in the wrong place came just before Christmas one year. I had been invited by the oil company BP to a yuletide dinner at the Midland Hotel in Manchester and told the then editor of the Guardian I was leaving the office earlier than usual to attend it.

"Do me a favour, Alan," he said "I've been invited to a dinner there tonight by the manager of the city's Odeon cinema but I am not going to make it. Be a good egg and just pop your head round the door when you get there and make my apologies."

On the way to the Midland I was caught up in dreadfully heavy traffic and because I arrived late I was ushered straight into a small room big enough for dinner for eight and straight into the soup course. Unfortunately I had been guided into the tiny dining room occupied by the cinema people.

I explained to my host the dreadful mistake had been made but they insisted on telling me about a major sponsorship they were going to offer to my newspaper which clearly could not be passed up. Firstly, however, I would have to ascertain where my original hosts were and explain my predicament. I told the cinema manager I would return shortly and I was then able find out where my own hosts were. It turned out that they were in the very next adjoining little room.

Joining my original host the salad starter had just been served. "Tuck in, Alan, you must be starving" was the first comment I received. Now I had to explain to Mr BP what had happened. "Don't worry" he said "Enjoy your turkey dinner and then you can go back in there after the pudding."



Then it was straight back into the other room to explain to the cinema people what was happening. For protocol's sake it was good that the two meals were out of cinque, to coin a bellringers' term. But for my stomach it wasn't.

Eventually I managed to prise myself away from the oil company and return to the cinema people where their sweet was just arriving. It was then insisted I enjoy a second helping of Christmas pudding while they finalised their proposals.

I was back with my own host just as his party were breaking up. Breaking up that is with laughter at my predicament!

"How did it go last night - was it a good meal" asked the editor the next morning.

"I was rather caught between two stools" I replied "but I did manage to settle the sponsorship you forgot to tell me about. Now can I go and lie down."

\*\*\*\*\*

## ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN, by order of the Group Committee that the 28<sup>th</sup> Annual General Meeting of "WARRINGTON ADVANCED MOTORISTS" will be held at  
**8.00pm on Wednesday 21<sup>st</sup> October 2009**

in the **Conferencing Suite of the Park Royal Hotel**, to enable the Trustees of the Group (Registered Charity No1048554.) to present their Annual Report and Accounts for the year ended 30<sup>th</sup> September 2008 for approval by the Group Members and to conduct an election.

<b>Secretary's Name</b>	Mr Roy Nelson	<b>Date</b>	28 September 2009
<b>Address</b>	15 Holford Way Bridge Park, Newton Le Willows Merseyside, WA12 0BZ	<b>Group No.</b>	5075

All Members, Associates and Friends are invited to attend but only fully paid up,  
**Members of the Institute and of the Group may vote.**

### CURRENT OFFICERS

All Officers retire annually but may stand for re-election. (Group Rule 3.3)

Mr. Andrew Bloomer	Chairman	Mr. Ian Bell	Vice Chairman
Mr. Roy Nelson	Secretary	Mr. Steve Segar	Treasurer

### COMMITTEE MEMBERS

One third of the committee (excluding Officers) must retire annually but may stand for re election. (Group Rule 3.3)

#### **A RETIRING BY ROTATION AND STANDING FOR RE-ELECTION**

Mr. Peter Marsland

#### **B RETIRING BY ROTATION AND NOT STANDING FOR RE-ELECTION**

#### **C COMMITTEE MEMBERS NOT RETIRING (remaining yrs of office)**

Miss Fiona Soutar	1yr	Mr. Mike Mercer	1yr
Mrs. Barbara Mealey	1yr	Mr. Derek Butler	1yr

#### **D CO-OPTED MEMBERS, STANDING FOR ELECTION**

**E OTHER MEMBERS STANDING FOR ELECTION (as at going to publication - closing date for Nominations 8th October)**

#### **NOTE**

The total number of Committee Members including the Officers must not exceed twenty. Please see the NOMINATION PAPER (available from the caravan) for further detail.

## DIRECTIONS TO THE PARK ROYAL HOTEL

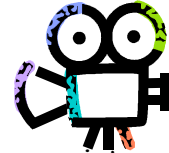
Stretton Road, Stretton, Warrington, WA4 4NS  
Tel: 01925 703 706



From junction 10 of the M56 motorway, take the A49 towards Warrington. The hotel is 200 yards on the right hand side.

\*\*\*\*\*

## ROADCRAFT DVDS



The group has four copies of the Roadcraft DVD available for use by associates and observers. A refundable deposit of £10.00 each is required. Please contact Carlo (contact details on front page of this newsletter) if you would like to borrow one.

\*\*\*\*\*

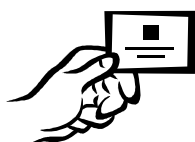
## CHAIRMAN'S CORNER: ANSWERS



1. Continue this swquence in a logical way: <span style="float: right;">25 Points</span>
<u>M</u> <u>T</u> <u>W</u> <u>T</u> <u>F</u> <u>S</u> <u>S</u> <small>Monday   Tuesday   Wednesday   Thursday   Friday   Saturday   Sunday</small>
2. Correct this fomula with a single stroke: <span style="float: right;">25 Points</span>
5 4 5 + 5 = 550
3. Please write anything here: <span style="float: right;">25 Points</span>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"><i>anything</i></div>
4. Draw a rectangle with 3 lines: <span style="float: right;">25 Points</span>
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"><div style="border: 1px solid black; width: 20px; height: 20px; margin: 0 auto;"><div style="display: flex; justify-content: space-around; align-items: center;"><div style="border: 1px solid black; width: 2px; height: 10px;"></div><div style="border: 1px solid black; width: 2px; height: 10px;"></div><div style="border: 1px solid black; width: 2px; height: 10px;"></div></div></div></div> <div style="text-align: right; margin-top: 10px;"><a href="#">Help</a> </div>

\*\*\*\*\*

## 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.