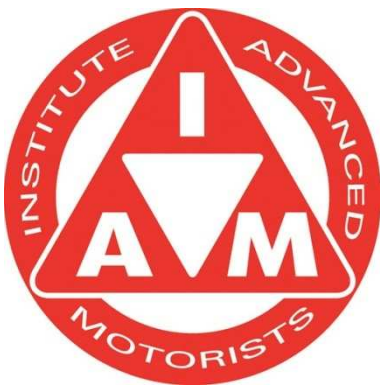


# Warrington Group of Advanced Motorists



February 2010  
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 Bryan Moore

Vice Presidents Paul Griffiths & Christian Givvons

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Caravan contact	Rod Hackwell	Tel: 01925 638045

**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**

Happy New Year to one and all! Well, 2010 is well and truly upon us and since the last newsletter we've had to cancel one Sunday morning car session (the first I can ever remember), and numerous bike events such as the December end of month run as well as a number of Thursday night chippy runs (although Geoff, Gordon & myself did go to the chippy in Geoff's car one night!). Hopefully, these will be isolated cancellations and the group can run as normal throughout the rest of the year.



I came across an interesting puzzle the other day, which I wanted to share with you. Supposedly, this riddle was created by Albert Einstein and, on average, only 2% of solvers will be successful. Do we have anyone who's in this 2%? - let me know!

Five people of different nationality live in a row of five houses of different colour. Each person prefers a different beverage, smokes a different brand of cigar and keeps a different kind of animal. Can you figure out who owns the fish?

1. The Brit lives in the red house
2. The Swede keeps dogs as pets
3. The Dane drinks tea
4. The green house is on the left of the white house
5. The owner of the green house drinks coffee
6. The person who smokes Pall Mall rears birds
7. The owner of the yellow house smokes Dunhill
8. The man living in the centre house drinks milk
9. The Norwegian lives in the first house
10. The man who smokes Blends lives next to the man who keeps cats
11. The man who keeps horses lives next to the man who smokes Dunhill
12. The man who smokes Blue Master drinks beer
13. The German smokes Prince
14. The Norwegian lives next to the blue house
15. The man who smokes Blends has a neighbour who drinks water



Who owns the fish? As usual, the solution is shown later in the newsletter.

Andrew Bloomer

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**THANK YOU!**



I would like to say thank you to Jonathan Hough for his patience and enthusiasm and also Gordon Blackshaw for helping me pass the IAM test.

Peter Chapman

**WELCOME TO NEW MEMBERS**

**WELCOME**

Welcome to new members Michael Lawrenson and Eleri Walker to the car section, and Graham Bridgewater and Jack Davies to the motorcycle section. Good luck and should you have any problems or queries, please ask and we will endeavour to resolve them.

Congratulations to Peter Appleby, Mike Lawrenson and Ian Morton on passing the car test, and to Peter Chapman, John Hodge and Simon Jones on passing the motorcycle test. When you pass your test and receive your membership information from head quarters, please let me know so that the membership records can be updated with your IAM membership number and expiry date.

Ian Bell

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Congratulations to Simon Jones, Peter Chapman and John Hodge who all passed their advanced motorcycle test. Well done!

Gordon Blackshaw

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**PETER RODGER PRESENTATION**

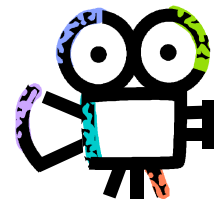
Together with Roy Nelson, I've arranged for our Chief Examiner, Peter Rodger, to give a presentation to the Group at 19:30hrs on Wednesday 26th May 2010. The venue will be The Park Royal Hotel, Stretton Road, Stretton, Warrington, Cheshire WA4 4NS (same venue as AGM).

For those of you who don't know Peter, you can get more information on his background via the "Events" tab on our web site ([www.warrington-advanced-motorists.org.uk](http://www.warrington-advanced-motorists.org.uk)).

Peter is a very entertaining and able orator, and it should provide for a lively evening. I'd be very grateful if you'd let me know if you would like to attend, so that I can keep a record of numbers likely to attend.

Andrew Bloomer

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**ROADCRAFT DVDS**

The group has six 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.

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**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).

## TRAINING NOTES: DRIVING IN SNOW AND ICE

The past couple of months have seen record cold temperatures and snow fall, with severe weather warnings issued by the Met. Office in many places throughout the UK. As advanced drivers, we should adjust our driving as appropriate for the conditions, depending on the type and condition of road you are driving on.

The Highway Code (rules 228 to 231) and a recent press release from the IAM provides the following advice for drivers travelling in the snow.

### Before you set off:

- Consider whether your journey is really necessary and avoid any unnecessary journeys.
- Plan your route carefully and allow yourself plenty of time. Tell somebody where you are going, your intended route and estimated time of arrival. Listen to the radio to hear about traffic conditions and weather warnings, and take note of variable message signs that may provide information about weather, road and traffic conditions ahead.
- Before setting off, clean windscreens and windows using a demisting preparation. Check that windscreen washers are not blocked and that the screen washer bottle is topped up with sufficient anti-freeze in it to prevent it from freezing. Ensure that all lights, brake lights and indicators are working properly and that lenses are clean and free of snow and ice; ensure that tyres are in good condition and properly inflated. Remove all snow from the vehicle that might fall off into the path of other road users.
- Take an emergency kit of de-icer and ice scraper, torch, warm clothing and boots, first aid kit, jump leads, a shovel and emergency food when undertaking a long journey in case you get stuck or your vehicle breaks down.



### When driving:

- Advanced observation, planning and the preservation of adequate stopping room are absolutely critical, with the latter governing your choice of speed. Drive smoothly to avoid a skid and brake, steer, accelerate, decelerate and change gear very gently. Sensitivity and smoothness on your controls is the principal secret of maintaining tyre grip in bad conditions. Be particularly careful when driving around bends, where loss of control is more likely, and brake progressively on the straight before you reach the bend. Where appropriate, make use of the camber of the road to facilitate steering.
- When braking, it may be more appropriate to make fresh tracks in the snow, where it may be possible to gain better grip when compared to braking on compacted, iced-up snow. In the event of a skid, do not press the brakes as this

will make the skid worse. Instead, lose speed gently by easing the pressure on the accelerator and, if appropriate, declutch.



- Keep your speed down and increase the safety gap between yourself and the vehicle in front. It can take up to 10 times longer to stop in icy or bad weather conditions.
- Select as high a gear as possible to minimise wheel spin. The gear to be selected should be high enough to take you forward without wheel spin on one hand, but without your engine being about to stall on the other. When going up or down a hill, select a gear that will take you all the way up or down, and try to avoid changing gear half way up or down.
- Look to anticipate the poor technique of other road users, particularly any drivers emerging from side roads. Allow for the impatient "tail gater" following you by slowing and if possible allowing him/her to pass.

Skid pan training can also help you learn how to deal with all types of skids, as well as giving you confidence driving in snow and ice. If you haven't been on one of these courses already, why not treat yourself to a half-day course?

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### MARCH'S NEWSLETTER

Contributions to March's 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 March's newsletter is 21<sup>st</sup> February 2010.

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### NEWSLETTER BY EMAIL

It costs the group over £90 a month to print and send out the newsletters, not to mention the paper used each month for this task. To help minimise this cost, why not have the newsletter sent to you by email? It's easy to set up - 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.

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### FACEBOOK



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

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**SKITTLES AND HOT POT**

**Boules Prize Winners**



First Prize: Doris and Rod



Second Prize: Kathy and Stewart



Booby Prize: Carlo and Marlon



Carol with the raffle



Raffle Prizes



Rod calling out pairings

**Skittles Prize Winners**



First Prize: Jean and Geoff



Second Prize: Bob and Maria



Booby Prize: Mike and Anne

## FORMER PRESIDENT ALAN DOMVILLE CONTINUES TO LOOK BACK ON HIS CAREER AS A MOTORING WRITER.....

The venue was a dealership north of Warrington. In turn, half a dozen of the key players in the town's retail automotive world took their places around the boardroom table and they were joined by the advertising manager of the Guardian Series. There was just one item on the agenda...what do we do about Alan Domville? Disappointed about reading some home truths about the cars they were selling the dealers presumably considered everything from a letter of protest to the newspaper to a public hanging. To his credit, and my relief, the ad. man succeeded in talking the assemblage out of doing anything drastic. In fact he was such a good talker that several were apologetic to me afterwards that they had attended the meeting at all. The gathering was just one of many occasions when my stories upset those with vested interests - and to the credit of successive owners, managing directors and editors at the Guardian I was never given less than full backing.

On another occasion, a Warrington dealer wrote to the Guardian stating that he was withdrawing his advertising from the newspaper (which was worth £37,000 a year) simply because I had accepted an invitation to borrow a car that he sold from a showroom elsewhere in Cheshire. His letter to the managing director of the day was given short shrift and the adverts reappeared after just one week of sulking.

A similar complaint from another dealer resulted in a letter to the then new owner of the company, one Eddy Shah, containing the words "Domville should not be driving along the streets but sweeping them." Shah, who had just announced 100 redundancies, was equally supportive of me. One can understand the gut reaction of someone who feels their livelihood is being threatened - but there are cleverer ways of going about it.

I once borrowed a diesel powered car from a Chester dealership when diesels were pretty ropey - and I said so. Because the garage had paid for a half page ad below my piece, the salesman who lent me the car was subjected to the third degree but just held on to his job. Five years on, that same salesman had opened up his own showroom and one of his first calls was to me. "I know from my own experience you tell the truth and I know also my cars will stand your critique." That man and I have enjoyed a fruitful working relationship for more than 30 years.



On another occasion, I borrowed a car that broke down as I tried to drive it away from the showroom and two days later it had to be collected from my home on a low loader. My piece reflected my experience - but showing creditable maturity the garage owner offered to lend me another version of the car as soon as he had read it. That positive attitude was praised in my subsequent story.

I once described a car as an ugly duckling - and the following week the dealership placed an ad. inviting readers to "Come and drive our swan" Lovely!

It has not been a surprise to me that, without exception, the dealers with a negative reaction have all been out of business for years. The survivors are those that offered me cars to test and invited me to their open evenings year after year.

## GIGGLES: GRANDCHILDREN

1. She was in the bathroom, putting on her makeup, under the watchful eyes of her young granddaughter, as she'd done many times before. After she applied her lipstick and started to leave, the little one said "But Grandma, you forgot to kiss the toilet paper good-bye!"

2. My young grandson called the other day to wish me Happy Birthday. He asked me how old I was, and I told him, 62. My grandson was quiet for a moment, and then he asked "Did you start at 1?"

3. A grandmother was telling her little granddaughter what her own childhood was like: "We used to skate outside on a pond. I had a swing made from a tyre; it hung from a tree in our front yard. We rode our pony. We picked wild raspberries in the woods." The little girl was wide-eyed, taking this all in. At last she said "I sure wish I'd gotten to know you sooner!"

4. My grandson was visiting one day when he asked "Grandma, do you know how you and God are alike?" I mentally polished my halo and I said, "No, how are we alike?" "You're both old!" he replied.



5. I didn't know if my granddaughter had learned her colours yet, so I decided to test her. I would point out something and ask what colour it was. She would tell me and was always correct. It was fun for me, so I continued. At last, she headed for the door saying "Grandma, I think you should try to figure out some of these, yourself!"



6. When my grandson Billy and I entered our vacation cabin, we kept the lights off until we were inside to keep from attracting pesky insects. Still a few fireflies followed us in. Noticing them before I did, Billy whispered "It's no use Grandpa. Now the mosquitoes are coming after us with flashlights."

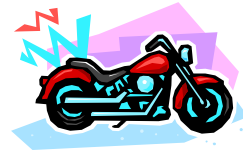
7. When my grandson asked me how old I was, I teasingly replied "I'm not sure." "Look in your underwear, Grandpa" he advised "mine says I'm 4 to 6."

8. A second grader came home from school and said to her grandmother "Grandma, guess what? We learned how to make babies today." The grandmother, more than a little surprised, tried to keep her cool "That's interesting" she said "how do you make babies?" "It's simple" replied the girl "you just change 'y' to 'i' and add 'es'."

9. Children's logic: "Give me a sentence about a public servant" said a teacher. The small boy wrote: "The fireman came down the ladder pregnant." The teacher took the lad aside to correct him. "Don't you know what pregnant means?" she asked. "Sure" said the young boy confidently "It means carrying a child."

10. A 6-year-old was asked where his grandma lived. "Oh" he said "she lives at the airport and when we want her, we just go get her. Then, when we're done having her visit, we take her back to the airport."

## CONFESSIONS OF A BAMBE (PART 2)



Although I really enjoyed my first outings on my new bike, I can't say that I was altogether confident about my abilities. True, being an advanced car driver, I knew the lines and I could recognise hazards as I came to them, but one of the most alarming things was that, although I recognised each and every hazard, I found my reaction time to respond to them was slow. I think this was down to lack of confidence and familiarity with the bike and made me ride very cautiously, which certainly wasn't a bad thing. I now felt the time was right to ask for more expert advice on riding technique and Gordon Blackshaw drew the short straw.....

It was a sunny Tuesday afternoon that I met up with Gordon at Popular Service Station (Pops) for my first experience of advanced riding. The first thing I learnt was when you parked a heavy bike like mine, it's always best to be able to ride it out of the parking space rather than having to manually push it backwards out the space!

My initial ride encompassed Gordon following me and then a debrief, Gordon doing a demonstration ride followed by a further debrief, and Gordon following me again to enable me to start putting into practice what I'd been told. My initial ride took me through a mixture of roads and speed limits, allowing Gordon to assess my riding capabilities (or lack of, more like!). At the first debrief, Gordon was quick to point out ways to improve my riding - in particular the use of the gearbox. Well I must say this piece of advice was a revelation to me and whilst I was following Gordon on his demonstration ride, I immediately felt more in control of the bike rather than the bike controlling me. The thing I noticed on Gordon's ride was all the things I'd expect from an advanced car driver - always being in the right place at the right time in the right gear and the right speed. Simple really and everything I'd ordinarily do when I drove a car, but putting it into practice whilst riding a bike was proving to be challenging to say the least! It was then my turn again. I was far from perfect, but at least at the end Gordon did say that he saw a noticeable difference between my two rides, which left me wanting to practice more and improve.

My second session concentrated on slow speed manoeuvres at my request. I didn't feel comfortable handling my bike at slow speeds because of the sheer physical size and weight of it. Gordon took me to an industrial estate and demonstrated the technique required to start from a standstill, do a U-turn and then stop. It sounds easy doesn't it, but at first it wasn't. However, with a little perseverance and patience from Gordon, I soon got the hang of it. Next, we looked at figures of eight, and once again Gordon demonstrated how easy it was for him to do. Again, after a couple of goes I got the hang of this as well. With this new found knowledge and skills, we set off to put this into practice. I soon found out that doing something without any other vehicles around was one thing, but doing it with other road users about and the pressure that brings was another thing all together. With a few mishaps along the way, I made it back to Pops for a full debrief by Gordon, who thought I'd improved considerably from the previous week.

Although I was feeling a lot more confident, I was very mindful that I needed to improve my "slow speed" skills considerably and practised as much as I could before my next run out with Gordon. I still didn't feel completely at one with my bike and at times it certainly controlled me rather than the other way round!

## OLDER DRIVERS - SAFE OR NOT SAFE?

In the next 20 years, the number of male drivers over 70 will double and the number of female drivers will triple, according to research published by the Institute of Advanced Motorists (IAM). The conventional wisdom is that ageing drivers are a nuisance on the road and the cause of collisions. So are older drivers more dangerous?

The research shows that currently 8% of drivers are 70 or over, but they are only involved in 4% of injury crashes, whilst 15% of drivers are in their teens and 20s and are involved in 34% of injury crashes.



Older drivers are more careful and safer on the roads than their grandchildren, but there are concerns. The research showed that in a few situations, such as manoeuvres on high speed roads and at junctions, older drivers are more at risk. Also, if an older driver has a crash involving injury, age related frailty means they are far more likely to be killed than a young driver in a similar crash.

There will come a time for every driver when it is inappropriate for them to be driving on the road and usually the person themselves or their family realise this and they give up their licence. But there may be ways of ensuring they can carry on longer.

The IAM proposes a number of solutions to this issue, including better information for drivers on risks and encouragement to take a driving assessment, with a view to staying safer for longer. The IAM offers DriveCheck 55, an assessment with a highly skilled examiner. This is not a pass/fail exam but is a one-to-one assessment of a person's driving with advice given on bad habits that may have developed and a reminder of good driving procedures. The IAM also welcomes debate on the concept of having a restricted licence as an alternative to losing your licence which would mean you could only drive on certain roads.

To see the full report or enquire about DriveCheck 55, visit [iam.org.uk](http://iam.org.uk) or call 0845 126 8600.



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## CHAIRMANS CORNER: ANSWERS

House	Colour	Person	Drink	Smoke	Pet
House 1	Yellow	Norwegian	Water	Dunhill	Cats
House 2	Blue	Dane	Tea	Blends	Horse
House 3	Red	Brit	Milk	Pall Mall	Birds
House 4	Green	GERMAN	Coffee	Prince	FISH
House 5	White	Swede	Beer	Blue-masters	Dogs

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## PARENT AWARENESS EVENING

As some of you may be aware, our group recently attended two Parent Awareness Evenings - one in Northwich, the other in Warrington - at the request of Cheshire Safer Roads Partnership, Connexions Cheshire & Warrington. The events were aimed at parents whose children were about to start or already had started to drive, to inform them about how best to support the new young driver in their family.

Along with a number of other "supporters", we ran several 10 minute workshops about the benefits of advanced driving on each evening. On each occasion, we received very positive feedback from both the parents and the organizers, and we hope to welcome a number of new young associates to the group in the next 12 months as a result of these events.

I'd like to thank Andrew Bent, Ian Austin, Mike Lyne and Veronica Oates, who contributed significantly to the success of the events and for helping making it interesting and relevant to the target audience.

Andrew Bloomer

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## THANK YOU!

The following letter was received from Warrington Hospital League of Friends:

"Once again I write to thank you and your colleagues most sincerely on behalf of the League of Friends at the Warrington Hospital for the generous donation of £42 which is in lieu of exchanging Christmas cards at the Warrington Group of Advanced Motorists.

All our members are extremely grateful for your efforts on our behalf and you can rest assured that the money will be put to good use for the benefit of patients in our local hospital.

Would you please convey our grateful thanks to everyone who made the donation possible and may I take this opportunity to wish you and all members of Warrington Group of Advanced Motorists all the best for 2010.

Pam Maclean

Hon Secretary"

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## 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.