

The logo for IAM RoadSmart is displayed on a blue background. The word 'IAM' is written in a large, white, stylized font with rounded letters. Below it, the word 'RoadSmart' is written in a smaller, dark blue, sans-serif font.

iAM
RoadSmart

The text 'Official Provider' is centered on a dark grey, almost black, rectangular background.

Official Provider

Warrington Group of Advanced Motorists

Newsletter
October/November 2017

CHAIRMAN'S CORNER

This year has literally flown by and I can't believe that we'll soon be holding our AGM. It's true what they say - as you get older time goes quicker!!

Please give due regard to the notification of the AGM in this Newsletter. This is your major chance to hear what the Group has been doing over the past 12 months and to make your contribution either verbally and/or by nominating or voting for the Group's Officers and Committee Members.

I am well aware that committees have the reputation for designing camels or some other hilarious activity but if we did not have one, the Group's activities would be in a sorry state in no time. We do have to have a core of competent members who are dedicated to formulate and drive the Group forward. This year, we've got by without a full-time Newsletter Editor, and this is a post we really ought to look to get filled if at all possible. If there is anyone out there, who feels that they can spare some extra time (not that much - I promise!) and would like to contribute to the general welfare of the Group, please let any Committee Member know and we'll let you know what's involved and see if you'd like to fill the void.

Finally, here's your brainer teaser, and as always, you'll find the solution later in this newsletter:-

Julie asked the class to see if they could find the sum of the first 50 odd numbers. As everyone settled down to their addition, Larry ran to her and said, 'The sum is 2,500.' Julie thought, 'Lucky guess,' and gave him the task of finding the sum of the first 75 odd numbers. Within 20 seconds, Larry was back with the correct answer

How does Larry find the sum so quickly and what is the answer ??

Keep safe

Andrew Bloomer

FUNNIES

So what if I can't spell *Armageddon*? It's not the end of the world.

Nostalgia: How long's that been around?

A zookeeper is ordering new animals. As he fills out the forms, he types "two mongeese." That doesn't look right, so he tries "two mongoose," then "two mongooses." Giving up, he types, "One mongoose, and while you're at it, send another one."

I have a fear of speed bumps, but I'm slowly getting over it.

So there was this dyslexic guy who walked into a bra.

WELCOME TO NEW MEMBERS AND CONGRATULATIONS

Hi there

Welcome to new members Mark Griffiths and Tom McCann who have both joined the Motorcycle section. Should you have any questions or queries please ask and we will endeavour to resolve them.

WELCOME

Congratulations to Matt Orrillard and Nick Spreadbury on passing the Car test and Mark Greaves and Mark Rogers on passing the Motorcycle 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 they sometimes bounce back also if you are thinking of changing your email address then please remember to let me know at distribution@warram.org.uk

TTFN

Ian

ONLY WHEN THEY QUESTION DO THEY VISIT US....

On a recent Sunday morning I was given a slip of paper ripped out of his Daily constitutional by a group member. He felt it might make interesting reading and perhaps be included in the next newsletter. The piece in question was an editorial in the Carol Midgley Notebook section of The Times (Friday 8th September) and it described her recent experience at having her driving assessed. Like many she passed her driving test at 17 (first time she adds!) but having reached a level of maturity was now questioning exactly how good or bad a driver she actually was.

Many people we see joining our group fall into this category or perhaps they are the newer driver gently pushed (or even blackmailed) into Advance Driving by caring and compassionate parents. Whatever the reason for joining, the course certainly opens most drivers eyes and brings them up to date on the latest driving techniques.

Indeed Carol, whose assessment was with a retired Easyjet pilot who previously flew Hercules in the RAF, came to the distinct opinion that she was driving her car like she was stuck in a 1980's time-warp. Changing down gears to slow the vehicle, not always taking the optimum positioning and not making sufficient check prior to moving off.

But she did make a very interesting point when she considered the people that she shares the road with and how terrifying it can be to think those strangers could be driving tired or under the influence of drink or drugs. Sobering thoughts indeed.

GOVERNMENT PROPOSALS TO CUT CONGESTION ON OUR BUSIEST ROADS **Published 2nd September 2017.**

Consultation about allowing local authorities to charge utility companies by the hour during road works has started.

Delays to motorists caused by utility companies digging up busy roads could be halved under new proposals announced by Transport Secretary Chris Grayling.

The proposals would allow local authorities to charge utility companies by the hour to carry out works on selected routes, encouraging them to avoid busy roads and peak times, and incentivising them to join together when they do need to dig up congested routes. The £2.5 million roadwork's currently carried out each year cost the economy £4 billion because people are unable to get to work on time or deliveries are delayed, resulting in higher costs for business. The proposals outlined today could improve journey-times for drivers at the same time as delivering a boost to the economy.

Successful trials in London and Kent have already seen severe congestion caused by utility works fall by more than half. Firms could avoid the charges by carrying out works during evenings and weekends or coordinating their plans. In London, utility companies have worked together more than 600 times since the trials began, up from just 100 beforehand.

The schemes also act as an incentive for companies to avoid congested routes and peak times where possible. Giving councils more options in how they can manage roadworks will help support the delivery of national infrastructure projects such as the rollout of broadband fibre. Transport Secretary Chris Grayling said: Delays caused by roadwork's can be the bane of drivers' lives - especially when they take place at rush hour on busy routes. These proposals would give councils greater powers to ensure utility companies avoid carrying out works at the busiest times and on the most popular routes. This would not only improve journeys and cut congestion but also save businesses from the increased costs they incur as a result of traffic on our roads.

The Department for Transport are consulting on a series of options to minimise the disruption of works for road users and businesses, and to make schemes more efficient for utility companies carrying out necessary works. Currently, most local authorities use permit schemes to monitor roadwork's, but lane rental would give them additional powers to manage works on the busiest roads at the busiest times.

Leon Daniels, Managing Director of Surface Transport for Transport for London, said: We're delighted about these plans to extend the lane rental scheme nationally. It has been a resounding success in the capital, with the amount of severe disruption caused by badly-managed or poorly-timed roadwork's more than halved. This has helped improve journey times for bus passengers, drivers and cyclists, while also helping to tackle emissions.

The Government are consulting on options for such schemes and this consultation closes in 8 weeks. Changes could be introduced by 2019.

FORMER PRESIDENT ALAN DOMVILLE CONTINUES HIS REMINISCENCES AS A MOTORING WRITER & LIFELONG GROUP FRIEND.....

Journalists may well be men of words (and women too - though the Guardian Series would never employ a female scribe when I started work and for many years afterwards) - but we are supposed to be questioners and listeners rather than speakers.

I have been an exception - not because I have a lot to say but through circumstances. At school from the age of eight I always seemed to be the person called upon to read (and I was delighted because there were prizes to be won and which I still possess!). When I was in my teens I frequently read one of the lessons in church - and still do.

All of which stood me in good stead on the occasions when I have been invited to talk to groups about my life in journalism. The grounding was useful also when I became chairman of the motoring writers' group in the north and was called upon to make various submissions to the industry.

On one occasion I was asked to slug it out with the United States Ambassador to the Court of St James; the issue was the requirement for work visas when myself and colleagues spent time in America appraising new cars. It was an expensive and time-consuming procedure that involved various interviews at the embassy in London at the crack of dawn.

Slugging is the wrong word to be honest; the man was especially courteous and we got on well - though naturally I didn't change the mind of Uncle Sam!

Public speaking experience was useful also when I would thank a company for their sponsorship of a particular event on behalf of their guests. The first lesson to remember is not to bang a glass with a spoon to call for order; my predecessor did this and she broke the glass!

I also learned from listening to "thank you" speeches made by Lord Strathcarron, when he was president of the Guild of Motoring Writers. He, of course, was accustomed to addressing members of "the other place" on important matters of state. David always ended his remarks with a joke (often the same as he had made last time, bless him!) Most of mine weren't as good but the conclusion became my trademark too. My big moment came towards the end of a superb dinner given by Kia at a hotel in St Moritz and attended by at least 200 people; it was suddenly realised that I was the only chair of a writers' group present and I was duly nominated to propose a vote of thanks. By this time I had enjoyed a couple of splendid glasses of wine but I was assured that I sounded OK after I sat down - and I also managed to conjure up an appropriate joke about Switzerland. My remarks were appreciated by our hosts not just on that night but during a subsequent event at which we were their guests. Nowadays it is not considered the form to say thank you to ones' hosts. It is a trend I deplore and have made representations on the issue - but to no avail. Most of the new wave of writers appear to take the view that it is the industry that should be thanking them for attending their car launch. How sad - and bad mannered!

CHAIRMANS CORNER: SOLUTION

The following pattern holds: The sum is equal to $n \times n$, when n is the number of consecutive odd numbers, starting with 1. For example, the sum of the first 3 odd numbers is equal to 3×3 , or 9; the sum of the first 4 odd numbers is equal to 4×4 , or 16; the sum of the first 5 odd numbers is equal to 5×5 , or 25; and so on.



WITH THANKS TO ANDREW BLOOMER

Winston Churchill loved paraprosdokians, figures of speech in which the latter part of a sentence or phrase is surprising or unexpected.

1. Where there's a will, I want to be in it.
2. The last thing I want to do is hurt you, but it's still on my list.
3. Since light travels faster than sound, some people appear bright until you hear them speak.
4. If I agreed with you, we'd both be wrong.
5. War does not determine who is right - only who is left.
6. Knowledge is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.
7. They begin the evening news with 'Good Evening,' then proceed to tell you why it isn't.
8. To steal ideas from one person is plagiarism. To steal from many is research.
9. I thought I wanted a career. Turns out, I just wanted pay cheques.
10. In filling out an application, where it says, 'In case of emergency, notify:' I put "DOCTOR."
11. I didn't say it was your fault, I said I was blaming you.
12. Women will never be equal to men until they can walk down the street...with a bald head and a beer gut, and still think they are sexy.
13. Behind every successful man is his woman. Behind the fall of a successful man is usually another woman.
14. A clear conscience is the sign of a fuzzy memory.
15. You do not need a parachute to skydive. You only need a parachute to skydive twice.
16. Money can't buy happiness, but it sure makes misery easier to live with.
17. There's a fine line between cuddling and...holding someone down so they can't get away.
18. I used to be indecisive. Now I'm not so sure.
19. You're never too old to learn something stupid.
20. To be sure of hitting the target, shoot first and call whatever you hit the target.
21. Nostalgia isn't what it used to be.
22. Change is inevitable, except from a vending machine.
23. Going to church doesn't make you a Christian any more than standing in a garage makes you a car.
24. I'm supposed to respect my elders, but now it's getting harder and harder for me to find one.

FUNNIES

As we waited for a train on a wet and windswept platform, the woman next to me mentioned that she makes a lot of mistakes when texting in the cold.

I nodded knowingly. "It's the early signs of typothemia."

After a talking sheepdog gets all the sheep in the pen, he reports back to the farmer: "All 40 accounted for."

"But I only have 36 sheep," says the farmer.

"I know," says the sheepdog. "But I rounded them up."

DID YOU KNOW?

A phased opening of Manchester's new smart motorway is due to start this autumn, tackling congestion and improving journey times for tens of thousands of drivers.



The £208 million Highways England scheme will provide more technology to help keep traffic flowing more smoothly and more capacity, meaning journeys will be more reliable.

The first sections to complete will be along a 5 mile stretch of the M62 near Rochdale and on a 2 mile stretch of the M60 near the Trafford Centre.

A similar smart motorway scheme on a stretch of the M62 in West Yorkshire, which was completed in 2013, has resulted in commuters saving around 30 minutes each week.

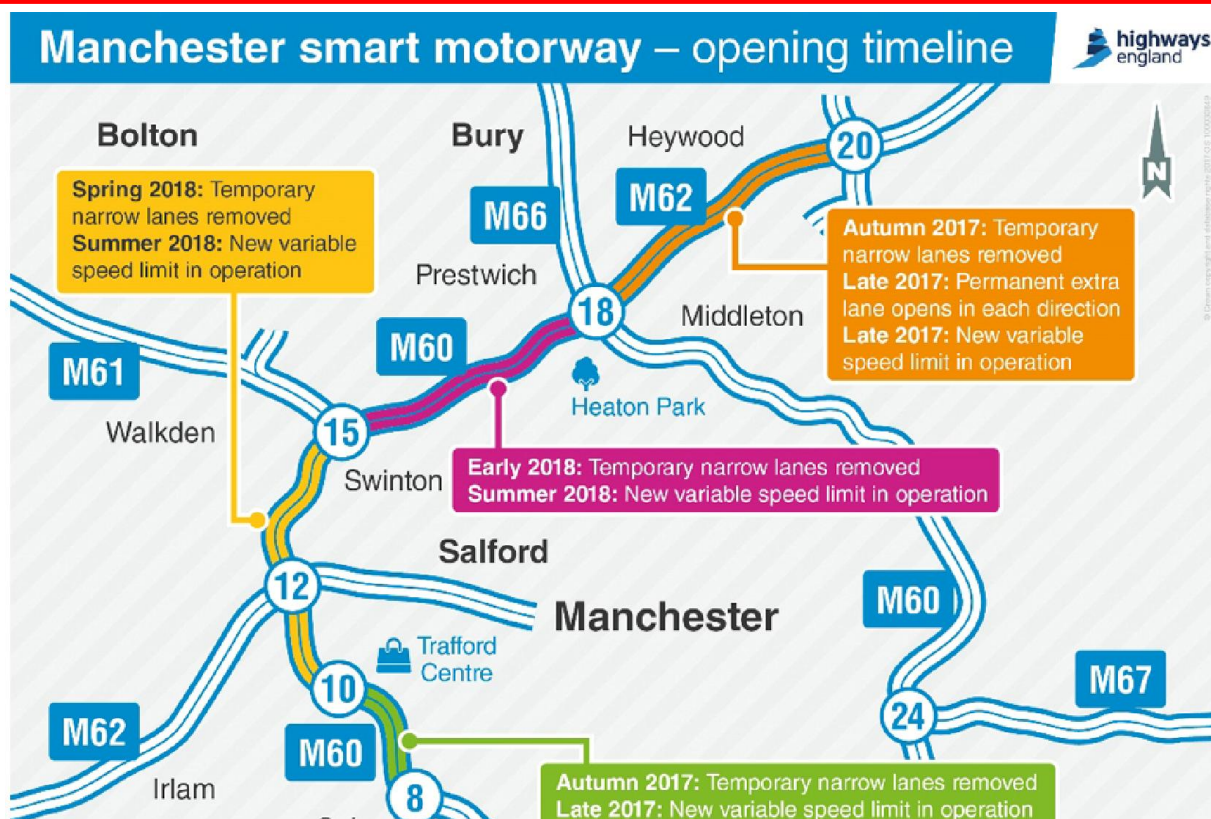
Jon Stokes, Senior Project Manager at Highways England, said:

"We will be able to begin a phased opening of the new smart motorway scheme this autumn - benefiting the 180,000 drivers who use the route every day. When the smart motorway is complete, drivers will be able to travel in an extra lane on the M62 and variable speed limits will keep traffic moving at a steady speed - tackling the stop/start conditions and tailbacks caused by sudden braking.

Nearly 600 people are currently working to complete the project and we will open each section along the route as soon as possible."

The scheme is Highways England's most complex smart motorway project, affecting the second busiest motorway in the country and covering 13 junctions - an average of one junction every 1.4 miles.

The full scheme stretches between junction 8 of the M60 near Sale and junction 20 of the M62 near Rochdale.



The phased opening over the next few months will see the removal of the temporary narrow lanes on the M62 starting in October, and between junctions 8 and 10 on the M60 later towards December.

The new technology will then be tested to ensure the 100 traffic sensors which have been installed along the 17-mile route are working effectively, before the new electronic variable speed limit signs are switched on from junctions 8 to 10 on the M60 and junctions 18 to 20 on the M62 by the end of the year.

The extra lanes on the M62 are also due to open in time for the Christmas getaway - increasing capacity on the stretch of motorway between Greater Manchester and Yorkshire by a third.

To keep disruption as minimal as possible during the construction, Highways England has worked hard to keep all of the lanes open in each direction during the day. This has meant major construction work could only be carried out overnight, affecting the overall duration of the project.

Other issues such as needing to relocate unrecorded utility pipes and carrying out additional maintenance work has meant that part of the scheme will need to continue into 2018.

The temporary narrow lanes are due to be removed between junctions 15 and 18 on the M60 in early 2018, and from the final section of roadwork's - on a 5 mile stretch of the M60 between junctions 10 and 15 - in spring 2018. The new variable speed limit signs are due to be switched on between junctions 10 and 18 by summer 2018.

When the smart motorway is complete, traffic sensors will automatically monitor vehicle numbers and adjust the speed limit accordingly. A total of 50 CCTV cameras will also provide 100% coverage of the route, and allow Highways England's traffic officers and the emergency services to respond quickly to incidents.

SELF-DRIVING CARS

[ack: Stockport Advanced Motorists newsletter]

New US study confirms IAM RoadSmart view of benefits of humans and new vehicles working together. IAM RoadSmart maintains that we will not gain the full safety benefits of self-driving cars until every car on the road is connected to each other - a statement that has now been backed up by a white paper produced by experts at the University of Michigan.

Until then, IAM RoadSmart believes that the human mind holds the edge, until such point that connected cars actually 'talk' to each other and predict what is happening over the horizon. Neil Greig, IAM RoadSmart director of policy and research, said: "The ultimate win-win situation is a place where information from each vehicle is shared with the vehicles around it. Add that to human experience born from a lifetime of 'trial and error' and you have the ideal double-act to spot crashes before they happen."

The white paper comes from Brandon Schottle from the University of Michigan called [Sensor Fusion: A Comparison of Sensing Capabilities of Human Drivers and Highly Automated Vehicles](#). Mr Schottle said in his report: "Machines/computers are generally well suited to perform tasks like driving, especially in regard to reaction time (speed), power output and control, consistency and multichannel information processing. Human drivers still generally maintain an advantage in terms of reasoning, perception and sensing when driving." He added: "While no single sensor completely equals human sensing capabilities, some offer capabilities not possible for a human driver. In the short to medium term AV [autonomous vehicle] sensing systems will still be critical for detection of any road user or roadway obstacle that is not detected and shared by connected vehicles which is where the human brain comes in."

Mr Schottle pointed out a number of circumstances in which both human capability and a connected vehicle's perception can be compromised - thus increasing the need for each party to work together - such as extreme weather, excessive dirt or physical obstructions, darkness or low illumination, large physical obstructions and dense traffic.

The report also pointed out where the human brain wins out over a vehicle's 'brain'; it said in the areas of memory, reasoning, sensing and perception, human involvement is both desirable and advantageous. Back in March, IAM RoadSmart warned that cars with growing levels of autonomy could make motorists lazy and over reliant on gadgets - with far reaching implications for the potential reduction of people killed and seriously injured on the roads. Neil Greig said at the time: "When it comes to driverless cars, IAM RoadSmart members are not keen to give up full control. The implications for future driver competence and training as we become more reliant on technology are still far from clear."

The House of Lords Science and Technology Committee report [Connected and Autonomous Vehicles: The future?](#) echoed this view, stating: "Autonomous cars could have negative implications for drivers' competence, making drivers complacent and overly reliant on technology. This is of particular concern in emergency situations, where a driver may react slowly to taking back control of a vehicle."

IAM RoadSmart is organising a conference in cooperation with the RAC Foundation in London on 4 October 2017 on how to safely manage the transition to autonomous cars.

Individuals wishing to register their interest in attending the conference should email info@driverahead.com

The only method available to receive our group's newsletter is to send your email address to distribution@warram.org.uk and ensure your mail browser does not reject messages from this address.



OCTOBER / NOVEMBER NEWSLETTER

Contributions to the December / January newsletter are more than welcome. Please send them to: newsletter@warram.org.uk or pass them to any committee member. The deadline for next newsletter is Sunday 12th November 2017.



QR CODE

The group has set up a QR code - simply scan the image with a smartphone and it will take you to our website.



FACEBOOK

You can find us on Facebook - just look up Warrington Advanced Motorists. There is also a national IAM Facebook group: IAMRoadSmart.

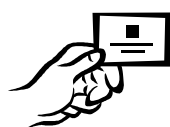


DATES FOR YOUR DIARY

[Cars] Sundays at 10:15: Every Sunday except Christmas and New Year	Observed Runs (car) Refresher Runs (car)	Fairfield & Howley NBH Project, Fairfield Street, WARRINGTON WA1 3AJ
[Bikes] On arrangement with your observer	Observed Runs (bikes)	On arrangement with your observer
Sunday 30 th October Sunday 26 th November	End of month run (bikes)	Poplar 2000, Lymm
Every Thursday at 19:00 (weather permitting)	Chippy Run (bikes)	Let's Eat Cafe and Tall Trees filling station layby (off A49 in Lower Whitley)
Wednesday 8 th November at 19:30	Committee Meeting	Fairfield & Howley NP
Sunday 12 th November	Newsletter deadline	

Further details of all of these events can be found on our website:
www.warram.org.uk or by asking any committee member.

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.