



Warrington Group of Advanced Motorists

Newsletter
June / July 2018

IN MEMORIAM



For those of you who attended the AGM last year, you will recall that Charles Cahill was awarded the Bike Associate of the Year due to the tremendous spirit and courage he displayed in training for and passing his advanced test.

Charles was suffering from cancer and fitted his training in around his visits to Christies and his treatment regime, but always had a smile on his face and was a warm and friendly person.

It is with great sadness we have to report that Charles passed over peacefully with his family by his side in April.

The plan had always been to surprise him with the award during one of the biker's social outings but that never came to pass as his illness and condition worsened. Charles is the one in high-viz looking at the camera in the photograph above, which was taken on the ride out to Cerig-y-Drudion café in 2017.

Chairman Andrew Bloomer met recently with his wife, Joan and his granddaughter Kate (above right) to make the award posthumously.

Andrew summed up the thoughts of the whole group as he commented "Charles was a determined and focussed man, committed to passing his Advanced Motorcycling test and he will be sadly missed by his biking family."

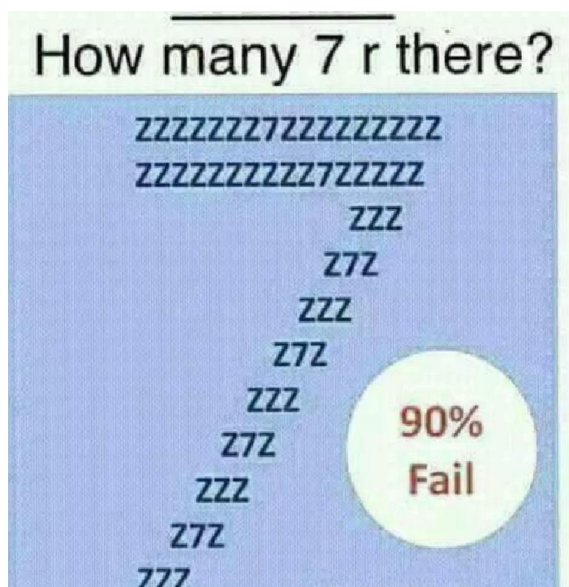


CHAIRMAN'S CORNER

Since the last newsletter, we've experienced almost unprecedented hot weather which has been great for us motorcyclists, although to be honest, at times it has been almost too hot (yes, that's me moaning about the weather ha ha!). Some of the bike section went on a trip organised by Simon Jones over the last Bank Holiday weekend riding the North Coast 500, and I understand a great time was had by all! Simon also organises the chippy runs and social rides, so is keeping both himself and the rest of the bike group busy - so thanks Simon from me and all the bikers within the Group.

Some of you may have heard about GDPR (General Data Protection Rules) legislation and its implications for organisations who hold personal data on individuals (like we do) and this is something we are taking very seriously and have elected a data officer, John Dorman to grasp the nettle and make us compliant. No doubt you'll be hearing from John soon in relation to this.

Finally, here's your brain teaser, kindly supplied by Simon Jones:-



As always, the solution will be supplied later in the newsletter

Keep safe

Andrew Bloomer

FUNNIES

(Tim Vine One Liners)

"Conjunctivitis.com - that's a site for sore eyes."

"Black Beauty - now there's a dark horse."

WELCOME TO NEW MEMBERS AND CONGRATULATIONS

Hello there

Welcome to new members Diane Riley, Jacob Birkenhead, Michael Hughes and Nicholas White who have joined the Car section. Should you have any questions or queries please ask and we will endeavour to resolve them.

WELCOME

Congratulations to Michael Boddy (F1rst) and Antonio Spagnuolo on passing the car test and to Tony Bailey 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

With thanks

Vince

DRIVING BANS ARE ON THE INCREASE

The number of drivers receiving a driving ban for dangerous driving has surged by 29 per cent in a year, according to new finding.

In 2016, authorities in the UK banned 5,179 motorists for dangerous driving, up from 4,006 in 2015, according to figures obtained from the Driver and Vehicle Licensing Agency. The research by tech company ASUS found young male drivers between 26 and 35 are most likely to have their licence revoked for dangerous driving, accounting for a third of disqualifications.

Overall, male drivers accounted for 87 per cent of all driving bans in 2016. Jon Parmar, country manager at ASUS UK, urged drivers to "have safety at the forefront of their mind when stepping into a vehicle

[ack News section of Auto Express]

Amazingly the DVLA statistics for 2017, provided to the BBC following a FOI request, revealed that the number of disqualifications handed out to young people aged 16 years and under rose to 1,024 last year. This figure is 47% higher than in 2014, when 696 driving bans were issued to this age group.

Children as young as 12 years were among those banned in 2017, with 33 disqualifications issued to those aged 13 years and under.

[ack BBC.co.uk]

RECENT MOTORCYCLE TRAINING



On Saturday 19th May the bike observers turned up at Let's Eat Café on a beautiful sunny day for a morning of training. We started with a short Q & A session clarifying certain aspects of advanced riding and then got to the fun part of the session by going out on our bikes. The three "trainers" were Gordon Blackshaw, Chris Harris & Andrew Bloomer, and they went out in three separate groups to offer training and support to the other observers. The feedback was very positive and I'm sure we'll be looking at conducting another session in the future.

FUNNIES

A traveller, looking to do odd jobs, knocks at the back door of a country house. The owner hands him a can of Dulux and a 2" brush and says "Go round to the front entrance and paint the porch".

An hour later Paddy goes to the back door again for his wages and as he is leaving says to the owner "By the way, it isn't a porch, it's an Aston Martin"

FIVE TIPS TO SHARING WITH OTHER ROAD USERS

When we're in a rush we sometimes forget about other road users around us. We teach our children to share nicely. We want them to understand the other child's point of view. How then does this apply to driving or riding? Richard Gladman, head of driving and riding standards, has put together a few top tips to remind us of how to share the road with other users.

- Pre-empt what another road user might do and be ready to react if necessary. For example, if a pedestrian is standing between two busy lanes of traffic you may be thinking: "You shouldn't have crossed there." Or you could be sympathetic of the fact they're stranded and allow them to cross if you can do it safely. Whatever the reason, they're vulnerable and you have the power to help them
- Try to see the world through the eyes of others and help them, without them even realising it. If we all did this, it might even catch on. Giving a little more space or a bit of extra time will make a difference
- Give way. A large vehicle, such as an HGV or a bus, will need extra room when turning. Give them the room they need to make them feel safe and comfortable when they manoeuvre their vehicle
- Allow extra room. Motorcyclists can sometimes be seen filtering through traffic. Why not aid them by moving over slightly to allow them to pass you with ease
- Know when to overtake. The sun is out which means more cyclists will be on the road. Be patient and overtake when the time is right, if you have to follow for a while then leave a sensible space. Make sure your vision ahead is clear and will remain so for enough time to complete the pass. Taking those extra few seconds to overtake carefully rather than rushing could be the difference between getting to your destination safely and being involved in a collision

Richard says: "Our behaviour towards others often changes when driving. Polite individuals can become territorial monsters fighting for a small space that may take seconds off a journey; this competitive attitude can ramp up stress levels. Remember, until you walk - or in this case drive - a mile in another man's shoes, you won't appreciate that driving is much better if we share nicely. Enjoy the sunshine and appreciate the polite waves and smiles you can now collect on your journey."

[ACK IAM Inform Issue 192]

FUTURE NEWSLETTER ITEMS

Since we are a motoring organisation we are looking for volunteers to write a piece for the newsletter which details their top five favourite vehicles or motorcycles of all time. A short piece that details the make and model and a reason why it makes your top five. You don't have to have owned one, driven/ridden one or even sat in/on one. Anything that makes the vehicle in question part of your wish list is good enough for printing.

If I get inundated with replies then I will space them out over future editions so don't get too worried if yours is not the first one included. Please send items to Newsletter@warram.org.uk.

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

Time was when only Fleet Street motoring journalists were invited to drive cars before they were introduced to the market. Back in the mid-1960s new cars would be kept secret from the public until the day of their launch; for days before one of them went on sale it would be tantalisingly covered by a sheet in the showroom.

Out in the sticks journalists like myself were left clutching at straws, relying on contacts to get the faintest inkling of what new models were in the pipeline. The breakthrough came with the establishment of the Northern Group of Motoring Writers created by 15 writers and this was followed by the setting up of Southern, Midland, Western, Welsh, Scottish groups and Northern Irish groups.

It would be some time, however, before cars became available for testing out in the provinces and when they did it wasn't always plain sailing. To try out a car made by the manufacturer of most of the marques available, the British Motor Corporation, one had to hitch a lift to Leyland, there being no public transport, and collect the car from the plant. When it was returned there was the offer of a lift to the nearest M6 junction where once again it was a question of thumbing.

Matters improved not least because home producers like BMC (which became British Leyland) Ford and others were suddenly facing massive competition from Japan who had much more idea about public relations.

All was well until just before the turn of the century when the growing internet brought competition for journalists from bloggers - doctors, dentists, teachers, whatever..... who could set up websites to feature cars.

And manufacturers were delighted with the trend because of the increased, instant exposure that could be obtained for their models. Result - fewer cars for trained journo's.

Today there are far more bloggers covering motoring than us - and while these people are free agents so many journalists nowadays are virtually tied to their office desks, prevented from doing as I have for so many years - travelling the world.

Next came the placement people. They would be invited by manufacturers to drive their cars in order to try and persuade them to arrange for their models to be used in a new movie or television programme. For proof of the value of this remember how influential the cars used in Bond films have been. Now there's yet another form of competition that means there are even fewer places for us on new model launches.

"Influencers" are people who simply have to be photographed wearing the latest T-shirt or baseball cap, carrying the latest bag or whatever. All of them are young and all of them are good looking and naturally they have to be photographed alongside the latest car. It doesn't matter if they cannot drive - they are welcomed by motoring PRs with open arms.

Most of you will be perplexed by this - as indeed I am.

And so nowadays when I attend a car launch I know only the few motoring journalists who are surviving this onslaught; the rest of the guests simply ignore me.

I suggested to an "influencer" recently that I fancied doing a spot of brain surgery in my spare time. He wasn't amused.

DO YOU KNOW ABOUT THE CHANGES TO THE MOT TEST?

There are several changes coming to the MOT test, starting on 20 May (apart from in Northern Ireland, where they have a separate MOT system). The most obvious will be a new, more elaborate way of classifying defects. Currently, each item is simply marked as Fail or Pass. In future, defects leading to the car failing the test will be categorised as Dangerous or Major. Most cars are taken for a test before the current certificate runs out, meaning the car can still be driven provided it's not unroadworthy. However, the definition of 'unroadworthy' is not absolutely clear, so the new categories at least give owners some guidance about whether or not it is safe to drive the car until it's repaired. However, a major fault can still mean the car is unroadworthy, so it's important to check with the garage before you drive it away.

Minor faults are noted on the MOT certificate, but will not mean the car fails the test. Advisory comments will also be recorded as items to keep an eye on. As an example, a loose brake disc will be a dangerous defect, a brake disc worn to below the minimum thickness will generally be a major defect and both of these will mean the car fails the MOT test. The car must not be driven at all with a dangerous defect meaning that it must be repaired on the spot or recovered to another garage. The cap missing from the brake fluid reservoir will be a minor fault (but remember to replace this as soon as possible as the fluid may absorb water), and will not result in a fail (although it would under the current test rules), while a brake disc worn close to the minimum thickness will be an advisory defect. Both will be noted on the test certificate and on the online MOT record.

Some of the items checked on the test will change as well, to reflect changes in what must be fitted to cars from various dates. So, headlamp washers must be working if they are fitted (for cars first used from 1/9/2009) reversing lights (1/9/2009) and daytime running lights (1/3/2018). A brake pad warning light on will be a fail for any vehicle.

In order to stop people removing a troublesome diesel particulate filter (DPF), the car will fail if the tester sees any sign that the filter has been tampered with or if there is smoke of any colour coming from the exhaust. Any fluid leak posing an environmental risk, such as an oil leak will also be a major fault and the tester will check the brake fluid for contamination (it should be changed according to the manufacturer's service schedule, usually every two years). If any of the tyres look underinflated, the car will fail the test, so check the pressures.

The MOT certificate itself will look different and for those of us west of the border, there will be a Welsh only option instead of the current bilingual version.

Finally, cars over 40 years old will no longer require an MOT, although it's still the cheapest overall safety check you'll get, so it's not a bad idea to get one anyway, especially if you're a less than expert classic car owner.

The maximum price for the test won't alter and there are still two very useful, and free, services available from DVSA: an MOT reminder by text or email here: www.gov.uk/mot-reminder

And an MOT history check, very useful for a car you're thinking of buying www.gov.uk/check-mot-history

[ACK IAM Advice and Insights]

SIX TIPS TO MANAGING ROADWORKS

Now that the snow and ice is behind us (fingers crossed) the roadworks have started and repairs are being made. This could affect our daily commute to work, or even prolong the school run.

Narrower lanes, slow traffic and fraying tempers all add to the challenge of reaching to our destination in time. But as long as you drive carefully and plan your journey, it needn't be stressful. Here's some advice from IAM RoadSmart's head of driving and riding standards, Richard Gladman, to ensure your motorway journey through roadworks is as safe and stress-free as possible.

- Ideally, you should check the status of any roads you plan to use beforehand. If there are significant amounts of repair works and you think you might get caught up in traffic consider taking a different route, even if it means covering a few more miles. Google Maps is always a good one to check before you leave the house as it often shows the roadworks and will suggest alternative routes
- If there's no alternative route, give yourself more time to travel and ensure you have plenty of fuel. Running out of fuel is one of the most common reasons for a breakdown on the motorway, so don't risk running on a low tank
- Maintain a safe following distance of at least two seconds in the dry and at least four seconds in wet weather, and if other traffic moves into your gap adjust it by slowing very slightly. You won't add more than a couple of seconds to your journey
- Try and look as far ahead as possible (this is where the following distance can help too). There may be a lane that's restricted and marked off by cones. If it is safe to do so, merge in turn if vehicles are travelling at low speed
- Keep an eye out for any roadwork signs that give you particular instructions. There may also be a temporary maximum speed limit that you will need to adhere to
- Average speed cameras are also common where long term roadworks are in force - be prepared to slow down throughout. They are there for your safety and the safety of the workforce.
- Technology. If you are going to use cruise control make sure you know how to cancel it safely. A better option will be a speed limiter which will allow you to slow in response to the traffic, but help to prevent any momentary lapse in speed control if the road clears.

Richard said: "If you can see traffic building up then avoid switching lanes too often. Changing lanes on extremely busy roads will increase your chances of being involved in a collision and also slows down traffic flow.

"So long as you stay alert and plan ahead, your journey should be a safe and stress free one."

[ACK IAM Inform Issue 193]

CHAIRMAN'S CORNER: SOLUTION

We don't have a definitive solution, but I've managed to count 121. (clue there are no Z's in the diagram, only 7s and inverted 7s.....



[Editorial : How can you ask a question with no definitive answer?

So each Z is constructed by an upright 7 and an inverted 7. There are 60 Z's which would then equate to 120 individual 7's. However, if you look closely you will see six of the digits do not actually contain the inverted 7 and so we must deduct 6 from the earlier answer of 120 which would give us 114 plus the one figure 7 that appears in the actual question means the total number is 115 (prize for me I think!). You could also argue that the overall shape of the digits forms another 7 and so maybe 116 is the definitive answer - oh dear, my brain hurts]

AND SOME FINAL FUNNIES.....

On Qantas Airlines, after every flight pilots fill out a form called a gripe sheet, which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The mechanics read and correct the problem, and then respond in writing on the lower half of the form what remedial action was taken, and the pilot reviews the gripe sheets before the next flight. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident.

(P = The problem logged by the pilot.) (S = The solution and action taken by the mechanics.)

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Something loose in cockpit.

S: Something tightened in cockpit

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

[ack: www.honestjohn.co.uk]

August / September NEWSLETTER

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.



Contributions to the august/september 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 15th July 2018.



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.

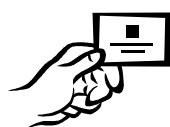


DATES FOR YOUR DIARY

| | | |
|--|---|--|
| [Cars] Sundays at 10:15: Every Sunday except Christmas and New Year and Easter Sunday | 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 24 th June Sunday 29 th July | 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 1 st August at 19:30 | Committee Meeting | Fairfield & Howley NP |
| Sunday 15 th July | 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.