

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

iAM
RoadSmart

The text 'Official Provider' is centered on a black background. The text is in a light blue, sans-serif font.

Official Provider

Warrington Group of Advanced Motorists

Newsletter
August / September 2018

ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN, by order of the Group Committee, that the 37th Annual General Meeting of "WARRINGTON ADVANCED MOTORISTS" will be held at **8.00pm** on **Wednesday 17th October 2017** at **Grappenhall Cricket Club, Broad Lane, Grappenhall, WA4 3ER** to enable the Trustees of the Group (Registered Charity No 1048554.) to present their Annual Report and Accounts for the year ended 30th September 2018 for approval by the Group Members and to conduct an election.

Secretary's Name: Mrs. Jean Carter
Address: 74 Forshaw Street,
Warrington,
WA2 7HD.

Date: 1st August 2018
and 4th October 2018 for
final notice.
Group No. 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	Standing for re-election
Mr. Ian Ross	Vice Chairman	Standing for re-election
Mrs. Jean Carter	Secretary	Standing for re-election
Mr. Steve Segar	Treasurer	Standing for re-election

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 AND NOT STANDING FOR RE-ELECTION

Mrs. Gill More

C COMMITTEE MEMBERS NOT RETIRING (remaining yrs of office)

Mr. Chris Harris.	1 yrs	
Mr. Simon Jones, Mr. Tim Bolton, Mr. John Dorman, Mr. Vince Scriven.		2 yrs

D CO-OPTED MEMBERS, STANDING FOR ELECTION

E OTHER MEMBERS STANDING FOR ELECTION (as at going to publication - closing date for Nominations 5th October 2017)

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

CHAIRMAN'S CORNER

Steve Ellis, our ASDM (Area Service Delivery Manager) recently attended our Group to give a presentation on "Group Sign-Off". This is another excellent initiative from HQ that helps to fulfil their mission statement of improving road safety. I won't go into any great details here, but in essence someone can come to a Group such as ours and undertake the Skills for Life Course exactly as they do now, but at the end of the course they don't have to take the Advanced Test but once they consistently demonstrate achievement of each principle they can be "signed off" as achieving test standard. This will be a slightly different category than those who have taken and passed their test, but nevertheless will bridge an important gap of associates who just don't want to take the formal test. Our Group is going to apply for this, and we (likely me!!) have some forms to fill out so we can be assessed for suitability via HQ. I'll keep you all posted on developments.

Finally, here's your teaser:-

James Bond was relaxing in his hotel room in Lyon when he heard a knock at his door. Bond opened the door to see a beautiful woman whom he had never seen in his life. She said that she was so sorry and she thought that this was her room. She was about to leave when Bond takes out his pistol and tells the girl to stop.

What made Bond suspicious of the girl?

As always, you'll find the answer later in this Newsletter.

Keep safe

Andrew Bloomer

WITH THANKS

Thank you all for the card & the Formal Letter of Thanks. It was most generous of you to go to so much trouble & I can assure you it is very much appreciated.

I very much enjoyed my time with the group & the work involved but on one or two occasions recently, I have felt that I was losing my grip on the situation.

There can only be one solution to that kind of scenario & that is to pack it in before causing damage.

Many thanks again to you all & particularly to all the old hands who got me driving in a decent way in the first place, I refer to Jean, Andrew, Peter & Mike.

All the very best to you all.

Yours very sincerely

Ron Davis

WELCOME TO NEW MEMBERS AND CONGRATULATIONS

Hello there

Welcome to new member Emma Brown who has joined the Car section and George Calderbank (Suzuki GX650), Alan Glazer (BMW GS1200) and Mohammed Omar (Honda Rebel 500) to the Motorcycle section. Should you have any questions or queries please ask and we will endeavour to resolve them.

WELCOME

Congratulations to Stuart Jones (F1rst) 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

DIRECT BANKING TRANSFER TO SETTLE YOUR SUBSCRIPTION

Time for the group to finally take part in the 21st century. Like many other organisations we can now accept your subscription renewals direct into the bank. Details to make a bank transfer are as follows:-

Sort Code: 09-01-51
Account No: 71840801
Account Name: Warrington Group of Advanced Motorists

As you can appreciate there will be lots of entries all for £5 and so the treasurer requests that you place your name in the payment reference field. We appreciate that this field is not always a large number of characters and some with long surnames may struggle and so if you wish to confirm that payment has been made and note the reference placed in the field then you can always email Steve at Treasurer@warram.org.uk.

Subscriptions for the 2018/19 group year remain at £5 per member and are due on 1st October 2018. Associates still under training are exempt from this fee as are honorary members. We no longer need the membership form to be completed but please do contact our membership secretary if your personnel details have changed (contact@warram.org.uk). Receipt of your subscription will be deemed as allowing WAM to hold your personnel data in accordance with new GDP regulations 2018.

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

There are many times when an editor can spot a mistake on a page long after he has passed it for the printing press and the finished product lands on his desk. It can be a cruel, horrible moment for someone trained for such a responsibility (or an obsessive perfectionist like me) and I have to confess it has happened to me several times over the years giving me near-sleepless nights.

Nowadays the chances of something like this happening are much more likely given that newspapers and magazines are put together and printed hundreds of miles from the office - some even on continental Europe.

(No, it doesn't make sense to me either!)

Most recently I had sent away the copy and pictures for reports on new Vauxhall and Renault cars for a page and - yes, you have guessed it - the pictures were transposed. Not only that; the Vauxhall pictured was not even the model specified. Frantic apologies were emailed to both companies' PR's who, both being former journalists, fully understood and were most forgiving.

Some years ago in less high-tech days, and probably in a hurry, I selected a picture of a Peugeot from my files, sent it away to be processed for a page, and only after publication did I realise I had chosen a similar looking - but wrong - picture for my story. Out of 1,000 pictures if one is incorrect it leads to no end of calls from readers pointing out the error.

Much worse has happened over the years - I was once called over the coals for describing an election candidate as a "newcomer" - meaning regarding standing for office for the first time - but who protested that his family had lived in the town for 500 years and if he lost at the polls it would be my fault. He got in - just!

But the most embarrassing moment came when I spelled the word dyslexia wrongly. Now when I was a child I wrote with my left hand and one of my teachers decided this was anathema and began a conversion job - not too successfully. To this day I have difficulty in distinguishing instantly between left and right hands.

In fact I have to confess that during my advanced test I made a right turn after being instructed by the examiner to go left. I realised my mistake amid the manoeuvre and decided I'd failed instantly and conceded defeat. "Don't worry," was the reply, "you did it beautifully." And I passed.

But my spelling mistake earned me the wrath of a representative of the dyslexia society who was probably unconvinced by my explanation that I was a fellow sufferer, however mild.

Something I could never be, of course, would be a motor rally navigator.

SKILL FOR LIFE PACKAGE WITH 10% OFF



Help spread the word - we're keen to develop many more advanced drivers and riders

Your family and friends can save 10% on our advanced driver and rider courses.

There are no stronger advocates than our members who have achieved, or are working towards advanced status and full IAM membership themselves.

To help spread the word please use the special code **FF10** online or by telephone **0300 303 1134** for any of your family and friends who may be considering becoming advanced drivers or riders with us.

Full details can be found at www.iamroadsmart.com/ff10

FROM LONG TIME GROUP MEMBER ROBERT KLETZ

Following the editor's request in the June Newsletter, here are my five most memorable cars. It has been my good fortune to drive a lot of good cars over the years, albeit not as many as Alan Domville. Some are possibly better than those on my list but are not necessarily as memorable.

Lotus Elise - No frills here, this is a pure driver's car. It is hopelessly impractical. It is just a two-seater with minimal luggage space, it has typical Lotus reliability and it must have been designed by a dentist, because the rock-hard seats and the rock-hard suspension rattle the fillings out of your teeth. It is also very noisy; in fact it is noisier with the roof on than with it off. Beyond its disadvantages, though, lies a finely-engineered machine that is not so much a mode of transport as an extension of your own body. The car responds to the tiniest input; do not drive it if you suffer from twitches in your arms or legs! My overriding impression was that I never needed to steer round bends; I simply looked at where the road went and the car responded accordingly.

Porsche GT3 - Another impractical dentist's car. Most 911s are 2+2 but this is only a two-seater. Its front air splitter is so low; you have to be careful of cat's eyes let alone kerbs and humps, although the latest version has an adjustable splitter which should solve that problem. After a couple of days in one in Scotland I needed surgery to wipe the smile off my face! It is not as light and nimble as the Lotus but it still manages to defy the laws of

physics. Its performance and handling are awesome and the sound of its engine should be made available on the National Health. If I sold the wife and children and my old 993 Carrera, I could afford one of these.

BMW M5 (E39) - Most of BMW's M-Sport models are fantastic cars but this one takes the cake. Why the E39 variant? Because it was the last model to be supplied with a manual gearbox. This is a large luxurious saloon car that can perform astonishing tricks. BMW's advertising may be a bit corny but in the world of large saloon cars it is perhaps accurate to describe the M5 as the ultimate driving machine. Its ride and handling are legendary. It is equally at home wafting along gently, or taking the family and luggage on a long journey, or allowing a hooligan to slaughter 90% of the other cars on a race track. It is a bit of a handful on twisty single-track roads but put it on a flowing B road and it will go like stink.

Jaguar XJR - Bigger and more luxurious than the M5, it is an incredibly capable car that can hold its own on a race track but is more suited to long-distance travel. My overriding memory is stepping out of it after a long drive on B and unclassified roads that we had completed in an outrageously short time, feeling as fresh as a daisy. In any other car I would have been exhausted but I could have jumped back in the Jaguar and done it all again.

Jaguar F Type - A modern two-seater with all the luxury and handling you expect from Jaguar. Just as the XJR is more of a grand tourer than the M5, so the F Type is more of a grand tourer than say a Porsche. Nevertheless on tight twisty roads it is superb and runs my 993 Carrera a close second. Beautifully designed inside and out with a gorgeous engine note, I enjoyed this car far more than I expected.

Also rans:-

I must mention three other cars.

- The **Mazda MX5** is a beautifully handling car that gives more smiles per pound than practically anything else on the road. I really love them but none of them has been quite as memorable as the cars listed above.

- The **Honda NSX**, is one of the best high-performance cars at any price but my abiding memory of it is not the car itself but the display by my co-driver. He is a former police instructor who has given me several demonstration drives over the years but on this occasion we were horrendously behind schedule. His level of car control and road craft at the most eye-watering speeds was something to behold. With the G-forces he was putting the car through, my eyes were almost literally popping out and I could no longer read the atlas on my lap. Never once, though, did our speed exceed the distance we could see to be able to stop. Every time we passed through a village, we just pootled gently with the utmost courtesy, even when some of the villages did not even have a speed limit. On leaving the village or on passing the speed limit sign, I would then be pushed back into the seat again. At one point in the middle of nowhere he slowed right down. Why was that? "You see that guy over there in the field? (I hadn't.) We don't want him noticing us roaring past in this bright red car." He thought of everything.

- Some of my early cars were sheds but this was not one of them:

<https://www.bbc.co.uk/news/uk-wales-south-west-wales-44054814>.

STAY SAFE WITH SIMPLE TYRE CHECKS THIS SUMMER

Recently I attended the annual Tyre Safety Month Briefing in Coventry hosted by the UK charity TyreSafe, featuring guest speakers raising awareness about tyre safety. It provided a great opportunity for all who attended to learn more about correct car care and maintenance, essential for our safety in any vehicle. The event highlighted how for many of us, our tyres are not something we think about on a regular basis, and even experienced drivers and riders aren't guaranteed to know how to carry out basic checks.

When we consider that our tyres are the only parts of our vehicle in contact with the road, the dangers of having unsafe tyres become much clearer. Moreover, when we realise that staying safe when accelerating, braking, cornering and steering is dependent on only a small area of road contact, it is suddenly alarming to think about how little attention we may give to our tyres.

The audience was asked at the briefing what they believed the most dangerous month was, for tyre-related incidents. Obvious choices were months like October when the weather turns colder and wetter, or January in the dark mid-winter. However, according to data from the Department for Transport, we are in it! Yes, somewhat surprisingly, July is the month when tyre-related incidents are at their most frequent.

One-third of all tyre-related incidents occur in the summer months and TyreSafe believe this could be due to many factors, including changeable weather and a variety of different road conditions. The summer holidays also mean busy roads are full of less experienced drivers, venturing out in cars weighed down with family members and luggage. These drivers often do not realise that their heavily loaded car needs different air pressure settings in the tyres, and is an important factor to consider before any journey.

The dangers of part-worn or 'used' tyres were also explained, something I previously knew little about. As tyres are arguably the main safety feature on our vehicle, there was a strong recommendation to buy only new tyres that we know would be safe. Taking a risk on our lives to save a few pounds on our tyres isn't worth it, especially when we consider that each year in the UK on average 1,000 road casualties are caused by tyre-related incidents.

I found the whole day extremely interesting and left feeling much more confident about how to look after and check my tyres properly. Then, last weekend I visited a good friend of mine who is expecting a baby, and spoke about what I had learned. After mentioning she knew little about tyre care, we went over to inspect her car tyres and I demonstrated how I'd been shown to check tread with a 20p coin. To our shock, the tread on both her back tyres did not meet the UK legal minimum limit of 1.6mm, and was well below the outer band of the coin! The fact that the first car I looked at following the event had illegal tyres really made me wonder how many other cars are on the roads like it, with drivers unaware of the danger they are in. TyreSafe note that potentially one-in-four of the 37 million vehicles on UK roads has illegal or poorly maintained tyres. It only takes a minute for us to check, and could save us and many others from a serious and possibly fatal, incident.

So, how do we check our tyres before we head out onto the roads? We can follow three simple steps using the acronym 'ACT':

- Check the air pressure of the tyres - the recommended pressure can be found in the owner's manual, fuel filler cap or inside the door and air can be topped up at most service stations.
- Check the condition of the tyres looking for lumps, bulges or cuts and have a tyre professional look at anything of concern immediately. Remove any small stones or objects from the tread, however, if you are unsure whether an object has penetrated through the tyre then take it to an expert to inspect before attempting to remove it.
- Check the tread by placing a 20p coin into the main tread grooves of the tyre, in at least three locations around each tyre. If the outer band of the 20p coin is hidden, the tread depth is above the legal limit of 1.6mm. However, if the outer band of the coin is visible then the tyres may be unsafe and illegal.

Following these easy steps will help ensure our vehicles can properly brake, accelerate and corner on the road as well as helping to prolong the tyres' life and reduce fuel bills and CO2 emissions. It will also ensure we avoid a hefty fine and points on our licence, if caught with illegal tyres. Checks should be carried out by car drivers at least once a month and by motorcyclists at least once a week - and always before long journeys.

When it comes to our cars, a tyre safety check is one of the most important checks we can carry out and yet so many of us don't do it, or don't know how to. Let us change that today and show our family members and friends as well - helping everyone to stay safer on the roads.

By Anjuli Cooper, IAM RoadSmart Marketing team

CHAIRMANS CORNER: SOLUTION

Bond was suspicious of the woman as one never knocks their own door at a hotel.



NC 500 Review by Tom McCann

Call goes out early Feb 2018 "who fancies doing the NC500 leaving on 25th May?" - check diary and to much chagrin find myself otherwise engaged with work! 12 weeks later and after a telephone conversation changing my work schedule freeing up the 25th May, the slim possibility of joining the trip rested on a telephone call to Simon Jones, with a "yes there is a spare place!" from Simon and I was booked on the trip with 10 other like minded motorbiker's. For those who don't know the NC500 route, it covers an area in the very far North of Scotland on some of the most remote roads with stunning scenery. This was to be my first long distance tour on the Z1000SX and with advice and helpful hints about packing light, the excitement was heightened further by an extremely fair weather forecast for Scotland whilst the rest of the UK suffered with torrential rain and thunderstorms!!

First days riding saw a long trip North on the M6, M74 and around the M8 skirting Glasgow and then onto the more interesting and challenging A82 via Loch Lomond, overtake opportunities abound with advanced observation skills being polished up and a grin from ear to ear from every single rider in the group. Cafe stop and fabulous food at the Green Welly cafe at Tyndrum before the next leg across Rannoch Moor, this expanse of around 50 square miles of boggy moorland to the west of Loch Rannoch is notorious for the insect life which would normally splatter the visors and bike clothing of travelling bikers. Dropping over Glencoe to Ballachulish and dropping down to sea level with resultant jaw dropping scenery (the superlatives don't really do Scotland justice). After another comfort break at Spean bridge (ice cream to keep us cool) as by now the temperature had crept up to a very pleasant 23C. Fuel fill at Fort Augustus saw us on the last leg of the day to Dingwall along the famous Loch Ness. Accommodation for the evening was to be two welcoming B&B's (Urrard and Springfield) with off street parking for the bikes.



Day two dawned a little cool but with very good weather forecast on the West coast of Scotland, there was a definite spring in our step as we left Dingwall. Even the best laid plans of mice and men can go wrong and a slight confusion on the destination of the first fuel point saw the magnificent 11 turn into a group of 6 and 5, quick mobile phone call and the group were soon reunited. 254 miles for our 2nd day saw us head out towards Locharron

and the sight of an Osprey taking off from a tree and heading directly along the road towards Peter Endress and I, is a memory I will treasure for a long time. Crystal clear sea lochs and more stunning scenery saw us head North from Locharron to Shieldaig, Poolewe and Aultbea on the shores of Loch Ewe, this remote destination was the gathering point for many of the Arctic convoys of WW2. The Arctic Convoys transported four million tons of supplies and munitions to Russia between 1941 and 1945. A poignant moment for myself as my father served in the British Royal Navy and probably escorted many of the merchant vessels leaving this very point. Ullapool was the lunch destination and this very busy ferry port to Stornaway saw some of us have a fabulous fish supper. Scourie was the fuel stop for the late afternoon and the fantastic white beach was surrounded by campsites filled with swathes of motorhomes and caravans. Fuel for the bikes never turned out to be a problem as even remote villages

For some reason technology has got the better of us and this is where part one of the story ends.....More to follow in a future edition.

October / November 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 October/November 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 September 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.

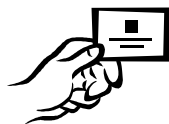


DATES FOR YOUR DIARY

[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 26 th August Sunday 30 th September	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 17 th October at 20:00	Annual General Meeting	Grappenhall Cricket Club, Broad Lane, WA4 3ER
Sunday 15 th September	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.