

# **Warrington Group of Advanced Motorists**

(Registered Charity Number 1048554)



*An IAM RoadSmart affiliated Group for Cars and Bikes*  
<https://www.warram.org.uk>

## **Group Newsletter**



**November / December 2019**

## CHAIRMAN'S CHATTER

We had a very successful AGM at Grappenhall Cricket Club recently and I'd like to thank everyone who attended to hear about our last financial year's activities and achievements. I hope those who attended found it an informative evening.

We start our new Financial Year in very positive fashion having just completed the 1<sup>st</sup> Committee Meeting of the new Committee and welcoming our 3 new Committee Members, John Bellamy, Steve Ineson and Dave Cox. All 3 fitted in seamlessly into the meeting and all contributed greatly to the debate, bringing freshness and lively debate to the proceedings, which was all very welcoming. Long may it continue!

Since this is the last group newsletter of 2019 I would like to take the opportunity to wish you all a safe, joyous and peaceful Christmas and a jovial New Year celebration. Remember IAM Roadsmart Gift Vouchers make wonderful Christmas presents, especially for any young drivers and riders.

Finally, here's your Sudoku puzzle:-

						2		
	8				7		9	
6		2				5		
	7			6				
			9		1			
				2			4	
		5				6		3
	9		4				7	
		6						

Keep safe

Andrew Bloomer

## NAMES FOR THE MOTORCYCLE CHRISTMAS GET TOGETHER PLEASE!

Motorcycle section Xmas curry is to be on Thursday 12th December 2019 at Bombay 8. Please send Simon Jones a message if you are to attend and if you are bringing a guest so he has an idea of numbers.

The usual fixed price scenario will take place (approx. £24/head)

## WELCOME TO NEW MEMBERS AND CONGRATULATIONS

Welcome to new members Rachel Burns, Ben Egan, and Matthew Machin who have joined the car section. Also Paul Williams and Alexander Perez who have joined the Bike section.

Should you have any questions or queries please ask and we will endeavour to resolve them.

# WELCOME

Congratulations to Lizbeth Spence, Owen Beatie, and Teresa Shaw on passing their car test and Gareth Mills, Andrew Walker (a First pass), Steve Ineson (a First pass) and Shona Wilson (a First pass) on a successful 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](mailto:distribution@warram.org.uk)

With thanks  
Vince

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## DIRECT BANKING TRANSFER TO SETTLE YOUR SUBSCRIPTION

For those members of the group who are ultimately organised this is forward notice that WAM group subscriptions are due 1<sup>st</sup> October 2019 for the 2019/2020 year. Subscription rate remains at £5 for full membership. 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.

For those members who prefer traditional methods then a cheque payable to Warrington Advanced Motorists or cash can always be sent in the customary white or brown envelope to:-  
Mr Vince Scriven.

10 Martindale Road, Beechwood, Runcorn, Cheshire, WA7 2TU.

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](mailto: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.....**

In our last issue I reflected on the pessimism of many of my colleagues, nostalgic for the past, unable to recognise the good things happening in the present and failing to see new opportunities in the future. What certainly has changed for the worst for motoring journalists has been the quality of the staff of motoring press offices. In my early days the offices were all headed up and mostly populated by journalists who had crossed to the "dark side" of public relations. They knew what writers wanted having gone through the rigorous training required to survive in a newspaper office and been keenly interested in specialising in automotive affairs.

Today it appears for the most part that only university graduates without any experience of the media are those chosen to work with us. Little wonder they get things wrong. How often, ahead of a press conference, are we handed a pen rather than a pencil and a notebook with pages without lines. They must never have heard of Pitman's Shorthand, not realising it is a basic requirement of the craft. How often are route maps placed in test cars at odds with the advice of the satnav equipment even after a fourth rota day of driving along the same route? What on earth is the point of a press fleet if the person in charge of it considers the cars to be their property and refuse to lend them to journalists?

These and many other shortcomings are increasing as the old guard retire and are replaced. What I have found is that the companies who, in modern parlance, are posting increased sales are those with effective, enthusiastic press officers - the likes of Toyota, Volvo, Suzuki, Kia and the Volkswagen Group.

It cannot be a coincidence that those without are gradually disappearing. Austin Rover died taking a host of prestigious marques with them - the afore named along with the likes of Morris, Triumph, Vanden Plas, Daimler, Riley and Wolseley. Mercifully, Jaguar and Land Rover escaped their fate before the axe fell. Mini found salvation with BMW and MG is still kicking in part of what was the Longbridge factory, once the second largest outside the United States. Rootes models never to return - Hillman, Humber, Singer, Dodge, Talbot and Sunbeam - were subsumed by the now defunct Chrysler GB who were in turn taken over by PSA, the merged Peugeot and Citroen group who now also embrace Vauxhall. Amusingly, the latter's current advertising slogan reads "British since 1904." Really? On what, one wonders did General Motors spend \$2.5bn back in 1925?

Daewoo cars were turned into Chevrolets before that arm of General Motors withdrew from Britain. And a few weeks ago the giant Fiat Group comprising the named brand, Lancia, Abarth, Alfa Romeo, Dodge, Jeep and Maserati, announced their intention to merge with PSA. Lancia withdrew from Britain years ago and they were followed by Daihatsu and latterly Infiniti. Polski Fiat, Lonsdale, Lada and FSO, so unloved, are hardly remembered. The prestigious Jensen and the reliable Saab along with Simca and Reliant now belong to history. Without exception all of these marques have suffered from negative publicity and lacked any driving force at the end. But there is one piece of good news on the horizon. Borgward, makers of superb saloons and convertibles in Germany in the 1950s are coming back - and their press office is raring to go!

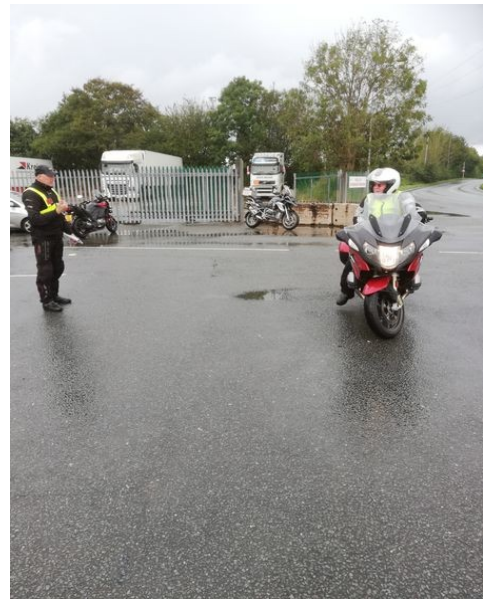


## NOT AS EASY AS THEY MAKE IT LOOK IN THE WET

On 28th September 2019 the Warrington IAM motorcycling group held a slow manoeuvring training session for its members, this was held at the "Lets eat café" on the A49.

The instructors were Jonathon Hough and Dave Cox, although the weather wasn't kind the attendance was high. Jonathon gave a demonstration of his skills then together with Dave guided the students through a number of tasks including U turns, figures of 8 and slalom.

Further training sessions will be carried out in the future not only slow manoeuvring but other skills. If anybody has ideas of further training skills days please send your ideas to John Bellamy ([bellas1206@googlemail.com](mailto:bellas1206@googlemail.com)) for consideration.



## MESSAGE FROM OUR (NEW) PRESIDENT

"Many thanks for asking me to be your Group's President for this forthcoming year, a great honour. I mentioned to the candidates in this year's Driver of the Year Competition that although I did not miss the 'political pressure' from IAM HQ, I really did miss meeting like minded people and having a ride in different cars, over different routes.

That phrase 'different routes' took me back to my HGV (as it was then) Course back in the mid-1980's during my Police service. Then you could just go for a straight Class 1 HGV enabling you to drive any heavy goods. On only the second day of the course, my fellow student, Sue Williams from Group 2 Traffic at Bromborough and I asked, "Where are we off to today" and where a bit taken aback to discover we were off to Colwyn Bay. We soon discovered the reason for such a destination, the instructor wanted a pair of dress shoes and he knew of a cut price shoe shop in Colwyn Bay.

Thank you also for asking me to speak at your AGM - always willing and grateful thanks for my gift voucher for conducting the Driver of the Year Competition.

I look forward to the year ahead"

Paul Griffiths

## CORRECT USE OF AN AUTOMATIC GEARBOX

There still seems to be a degree of confusion as to what the Examiner is looking for from a driver on test who is driving a car with an automatic gearbox. Now, the Associate's Handbook states:-

- Be aware how to correctly select gears using either the paddles or gear selector
- Be aware of additional functions and modes
- Be able to describe circumstances in which a manual selection of a gear may assist
- Be able to operate the gearbox correctly to maintain the stop/start function (the vehicle handbook will detail whether neutral or park needs to be selected when stationary for any period of time)
- Be aware of additional driver selectable modes that may affect performance of the vehicle not necessarily only the gearbox.

So, what does all this actually mean?? If the Associate is not sure about the functions available on their automatic gearbox, they should be encouraged to read their car handbook or, if not available, use Google. The first thing to consider is keep everything as simple as possible for the Associate. With this in mind, consider when moving out of the standard "Drive" mode might be beneficial to the drive and balance of the car. Circumstances include, but not limited to:-

- Going around bends when a more responsive gear is required
- Going down a STEEP hill, when a lower gear will reduce your reliance on the brakes
- Overtaking a slower moving vehicle.

So, let's consider each one in turn:

### Going around a bend when a more responsive gear is required

When travelling around country lanes in a car with a manual gearbox, as you approach the bend, you'll use the system of car control to safely negotiate the bend or series of bends. So, using IPSGA, once you've reached the required speed to safely negotiate the bend, you'll then consider selecting the appropriate responsive gear to keep the car balanced throughout the bend, and then once selected, you'll drive around the bend using the appropriate degree of acceleration. Now consider travelling around the same bend/series of bends in a car with an automatic gearbox. It is exactly the same approach. So, using IPSGA, once you've reached the required speed to safely negotiate the bend, you'll then consider selecting the appropriate gear to keep the car balanced throughout the bend. In this case, simply slip the car into "Sport" mode (this will drop the car down one or two gears) and then drive around the bend using the appropriate degree of acceleration. Don't be tempted to encourage the Associate to use the paddles of gear lever to select a lower gear, as this can lead to dropping too many gears or maybe not enough gears, and why risk this if we don't have to. Remember what we said above? The first thing to consider is keep everything as simple as possible for the Associate.

Let's not over complicate things - keep it nice and simple so the Associate can quickly understand and master the art.

### Going down a STEEP hill, when a lower gear will reduce your reliance on the brakes

In reality, there won't be many roads that we travel on during our Observed Drives and actual test when this will be necessary. However, in accordance with the Associate's Handbook requirements above (Be able to describe circumstances in which a manual selection of a gear may assist) it is important that we at least discuss this option with our Associates. Again, this doesn't differ from driving down a steep hill using a car with a manual gearbox. By using a lower gear, either selected on a manual gearbox or automatic gearbox (using paddles or the gear selector) the approach is exactly the same. A lower gear will help control the speed of the car without so much reliance on the brakes (and potentially prevent brake fade). Remember what the Highway Code tells us about this - generally speaking, whatever gear you'll use to drive up a hill, you'll use the same gear to drive down the hill.

### Overtaking a slower moving vehicle

Before we delve into this, we need to understand the workings of an automatic gearbox. Most will have a "kick down" function when fast acceleration is called upon. Simply put, if you "floor" the gas pedal, the automatic gearbox will select a lower gear and accelerate away quickly. However, herein also lies the problem. When you apply the "kick down", the gearbox "hunts" for the appropriate gear to select, so there is a delay before the gear is selected and you have take-off. This isn't very smooth, as you can lurch forward with very little actual control over the level of acceleration applied because in effect you'll be accelerating at maximum capacity. So, how do we eliminate this and still manage to select a responsive gear that gives us control of what degree of acceleration we apply to the manoeuvre? Once again, the answer is very simple. Consider executing an overtake in a manual car. Once again, as with everything we do, we use IPSGA. So, once we anticipate the overtake might be on, we select a responsive gear so that we can apply the correct amount of acceleration to execute the overtake safely and efficiently. We do exactly the same when driving a car with an automatic gearbox. We select the gear using either the paddles or gear selector, and once passed the slower moving vehicle, simply slip the car back into the "drive" mode.

Hopefully, this will provide everyone with a very simple guide as to how and when we might consider using the automatic gearbox out of the standard "drive".

### CHAIRMAN'S CHATTER SOLUTION

9	5	7	6	1	3	2	8	4
4	8	3	2	5	7	1	9	6
6	1	2	8	4	9	5	3	7
1	7	8	3	6	4	9	5	2
5	2	4	9	7	1	3	6	8
3	6	9	5	2	8	7	4	1
8	4	5	7	9	2	6	1	3
2	9	1	4	3	6	8	7	5
7	3	6	1	8	5	4	2	9

(b) Solution



**I have no interest in who  
built the drain system...  
I want to know who built  
the fence!**



## AGM REPORT

Wednesday 16<sup>th</sup> October 2019 saw the 39<sup>th</sup> Annual General Meeting for the Warrington Advanced Motorists take place at the Grappenhall Cricket Club venue. As usual the first half of the meeting contained the ubiquitous report agenda that brought members attending up to date with group activity throughout the last twelve months. It also gave those attending an opportunity to raise questions or clarify points being made and one such question posed was about celebrating next year.

Whilst Warrington & District Advanced Motorists had existed as a Sub-group of our neighbours Wigan Advanced Motorists such was the demand and support in the area that Warrington formed as a group within it's own rights on 18<sup>th</sup> September 1980. For those that are good with numbers, you will realise that next September the group will be celebrating it's 40<sup>th</sup> Anniversary.

**So the question is thrown open to all the members of the Warrington group by the committee. Do you think this milestone should be celebrated? If so, what form should that celebration take - a one-off event, several events leading up to the formation date, a general party, a specific or group set of activities?**

The floor is yours, so to speak as we canvass you all to give your opinion on what should happen during 2020. Please make your views known to any of the officers of the group or any committee member. Contact can be made via email to [Newsletter@Warram.org.uk](mailto:Newsletter@Warram.org.uk) or via the phone to any member listed on the first page of the newsletter.

All ideas are welcome and their merits will be discussed at future committee meetings but if anybody is wanting to volunteer their help or would like to sit on an organising committee then please do not be shy in coming forward.

The remainder of the evening then went on to more jovial aspects with prize giving, well organised raffle and a presentation of some of his working exploits given by our new President Paul Griffiths.





WARRINGTON GROUP OF ADVANCED MOTORISTS  
NOVEMBER / DECEMBER 2019 NEWSLETTER



From Left to Right:  
Roy Nelson Observer of the year:  
Mike Lyne  
Car Driver of the year: Steve Segar  
Associate of the year: Lizbeth Spence  
John Norsworthy Award: Kathy Lyne  
Jack Bellis Associate Rider of the  
year: Steve Ineson  
Bubbles Award: John Dorman  
Special Award: Mike Lyne  
Award of our thanks: Paul Griffiths



**IAM RoadSmart welcomes Derek McMullan as Chairman**

*IAM RoadSmart has announced the appointment of Derek McMullan as its new Chairman. Derek said: "I am delighted to be appointed Chairman of IAM RoadSmart; after 18 years supporting the charity I am still hugely passionate about road safety. Our aim is to significantly reduce the numbers of people killed and injured on UK roads and I believe this is entirely realistic and achievable."*

## ADVICE FOR OLDER DRIVERS

As the UK population ages, more drivers are now aged over 75 than ever before and the number of pensioners behind the wheel is predicted to increase. In spite of some of the headlines, older drivers are statistically some of the safest behind the wheel, and access to a car is critical for many of them for their independence and well-being. So we have put together some tips and advice on driving safe for longer, and recommendations on where to find further support if needed. Over the next few weeks we will be posting information and updates on social media. Please support our campaign by sharing these and our [older drivers web page](#) with any friends and family who may find this information of value.

### Further reading for safe driving in later life

Whether you are beginning to consider your own driving capability, or if you are concerned about a family member, there are many sources of guidance available:

[The Older Drivers' Forum](#) provides a host of information including tips on how to recognise if your driving is changing and where to find support, and their '[Driving Safely For Life](#)' guide covers all the key issues.

Charity [Independent Age](#) offers a host of support on age-related issues and their '[Behind The Wheel](#)' Guide includes detailed information and practical advice.

Road Safety organisation [Brake](#) also provides guidance for older drivers along with [Driving Mobility](#) who also offer assessments. [Olderdrivers.org.uk](#) provides a full range of advice and support, including where to find driving reviews.

## SOMETHING TO SHARE WITH THE GROUP?

Social Media has become the most prevalent form of communication these days, in fact a recent survey showed that 43% of Millennials have never used snail mail (for those uninitiated amongst us - Millennials are those born from 1997 to present day and 'snail mail' is the term generally associated to whichever postal system is active).

With that in mind, John Bellemy has stepped up to the plate volunteering to regenerate our Social Media output and his start point is the group's Facebook page.

Therefore, John is requesting any data or input from all our members that will help spread the word even wider. Those familiar with Facebook will ultimately understand the sort of content and snippets of interest we are looking for, but if in any doubt please contact John directly (via the number at the start of the newsletter) to discuss requirements.

Remember, this is a great way to attract younger drivers and riders into Advanced Driving and so all submissions are welcome.

## January / February NEWSLETTER

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



Contributions to the January/February newsletter are more than welcome. Please send them to: [newsletter@warram.org.uk](mailto:newsletter@warram.org.uk) or pass them to any committee member. The deadline for next newsletter is Sunday 15<sup>th</sup> December 2019.



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## 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.



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## FACEBOOK

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



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## DATES FOR YOUR DIARY

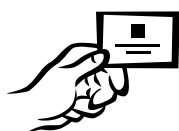
[Cars] Sundays at 10:15: Every Sunday except 22/12/19 & 29/12/19 and Easter Sunday	Observed Runs (car) Refresher Runs (car)	Holiday Inn Woolston Grange Avenue Woolston, Warrington WA1 4PX
[Bikes] On arrangement with your observer	Observed Runs (bikes)	On arrangement with your observer
Sunday 25 <sup>th</sup> November Sunday 26 <sup>th</sup> January	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 5 <sup>th</sup> February 20 at 19:30	Committee Meeting	Holiday Inn Warrington, WA1 4PX
Sunday 15 <sup>th</sup> December	Newsletter deadline	

Further details of all of these events can be found on our website:

[www.warram.org.uk](http://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.