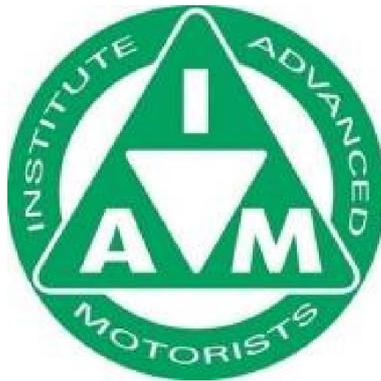
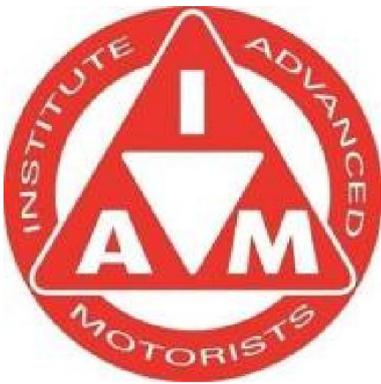


# Warrington Group of Advanced Motorists

May / June 2015  
Newsletter



## CHAIRMAN'S CORNER

As I write this the sun is shining, and has been for the last couple of weeks, and when I have meetings in Manchester everyone seems to have a spring in their step and a smile on their face. I hope I don't jinx the weather, but let's hope the sun continues to shine right up to October!

As a Group we continue to be busy, albeit the number of active car associates is quite low at the moment, but I'd like to thank all the car observers for their continuing support by turning up on a Sunday even though they often don't get a drive out. We have 2 observers in training being put through their paces on the new Local Observer Training Scheme, although without many associates the training is taking longer than anticipated.

On the bike side, we've just applied for Dave Givens to be registered as a Local Observer with IMI after having completed his training programme. Stuart Thornton isn't too far behind Dave with his training, and we also have Andy Dale under training with 3/4 others waiting in the wings to do their course. With a steady flow of associates coming through, hopefully we can get them all trained and registered with IMI which will help strengthen the bike section and take some of the strain off the existing observers.

Finally, here's a brain teaser for you, and as always, you'll find the solution later in the newsletter:-

Henry has been caught stealing cattle, and is brought into town for justice. The judge is his ex-wife Gretchen, who wants to show him some sympathy, but the law clearly calls for two shots to be taken at Henry from close range. To make things a little better for Henry, Gretchen tells him she will place two bullets into a six-chambered revolver in successive order. She will spin the chamber, close it, and take one shot. If Henry is still alive, she will then either take another shot, or spin the chamber again before shooting.

Henry is a bit incredulous that his own ex-wife would carry out the punishment, and a bit sad that she was always such a rule follower. He steels himself as Gretchen loads the chambers, spins the revolver, and pulls the trigger. Whew! It was blank. Then Gretchen asks, 'Do you want me to pull the trigger again, or should I spin the chamber a second time before pulling the trigger?'

What should Henry choose?

Keep safe

Andrew Bloomer

## WELCOME TO NEW MEMBERS AND CONGRATULATIONS

Hi there

# WELCOME

Welcome to new member Charles Cahill, Ian Hunt and Harry Round to the Motorcycle section should you have any questions or queries please ask and we will endeavour to resolve them.

Congratulations to Duncan Bryce and Ryan Smith 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 Peter or myself know  
TTFN

Ian Bell (Membership secretary)

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### Fears about distracting in-car tech mean the IAM is calling for official action

The Institute of Advanced Motorists (IAM) has laid down its blueprint of key priorities it would like the next Government to tackle to try to improve road safety. In an exclusive interview with Auto Express, IAM chief executive Sarah Sillars said she had four key areas she hoped would be looked at after the General Election is decided on 7 May. And top of the list is the charity's growing concern that in-car tech is proving a distraction for drivers.

Connectivity is now a key battleground for car manufacturers, but the IAM believes the likes of smartphone mirroring, social media interaction and sat-nav programming present a genuine danger for motorists. Said Sillars: "Cars are so advanced that they have become surrogate living rooms but we are concerned about the distraction element of driving."

The IAM believes Britain should follow the example of the US, where guidelines were issued in 2013 that encouraged car makers to limit the distraction risk of cabin tech. They recommend the maximum time a driver should take their eyes off the road to perform a task at any given time is two seconds. Added Sillars: "Put simply, technology has moved too far for Government. We need research-based guidelines that highlight distraction is an issue."

Other post-Election priorities for Sillars include the introduction of the long-awaited - and much delayed - green paper for young drivers. Sillars said the IAM supported a graduated licence programme that would see drivers gaining a wide range of experience on rural roads and in night-time conditions during a minimum learning period.

IAM also wants the reinstatement of road safety targets and support for driver risk management. "The best companies recognize the impact of safe driving on profits, but more incentives are needed to encourage best practice," Sillars said.

Quizzed on whether elderly drivers should have to take a refresher course when renewing their licence, Sillars said it wasn't necessary to have compulsory testing but called for better support and advice plus a means for a voluntary assessment. "Government and medical professionals need to take it much more seriously," she explained. "People don't want to talk about giving up driving and we need support with good to information and help from GPs."

Sillars added that the IAM had hoped road safety would receive more attention in the run-up to Election day. "I am genuinely disappointed none of the parties has featured road safety in their manifestos," she said.

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## **EATING IN THE UK IN THE FIFTIES/SIXTIES.**

Pasta had not been invented. Curry was a surname.

A takeaway was a mathematical problem.

A pizza was something to do with a leaning tower.

Bananas and oranges only appeared at Christmas time.

All crisps were plain; the only choice we had was whether to put the salt on or not.

A Chinese chippy was a foreign carpenter. Oil was for lubricating, fat was for cooking

Rice was a milk pudding, and never, ever part of our dinner.

A Big Mac was what we wore when it was raining.

Tea was made in a teapot using tea leaves and was never green.

Cubed sugar was regarded as posh. Only Heinz made beans.

Fish didn't have fingers in those days. Eating raw fish was called poverty, not sushi.

None of us had ever heard of yoghurt. Healthy food consisted of anything edible.

People who didn't peel potatoes were regarded as lazy.

Indian restaurants were only found in India.

Cooking outside was called camping. Seaweed was not a recognised food.

"Kebab" was not even a word never mind a food.

Sugar enjoyed a good press in those days, and was regarded as being white gold.

Prunes were medicinal.

Surprisingly, muesli was readily available, it was called cattle feed.

Pineapples came in chunks in a tin; we had only ever seen a picture of a real one.

Water came out of the tap, if someone had suggested bottling it and charging more than petrol for it they would have become a laughing stock.

The one thing that we never ever had on our table in the fifties were ..... elbows!



SHARP came into being in 2007, after the Department for Transport found real differences in the safety performance of motorcycle helmets available in the UK. While all helmets have to meet minimum safety standards, research showed that up to 50 lives could be saved each year if motorcyclists wore the safest helmets available to them.

Taking the best bits from current standards around the world, SHARP raises the bar - putting motorcycle helmets through a more rigorous and targeted testing process.

Thanks to a simple five star scoring system, SHARP provides motorcyclists with independent and objective advice, revealing the different safety performances of UK motorcycle helmets.

Because the world doesn't operate at one speed, SHARP doesn't either. Each crash is unique with its own unique set of variables, so we test at a much wider range of impact speeds than standard regulations. What's more, SHARP analyses national and international crash studies - helping us to select the test points that are most representative of 'real world' crashes.

For every helmet model, we run 32 tests on seven helmets across a range of sizes - assessing how well each helmet could protect the brain in the event of a crash. To ensure the validity of our assessment, we only test helmets that we ourselves have purchased from retail outlets. It is important that the helmets we test are the same as those you would buy yourself.

We then go to work, testing each helmet by impacting them against anvils to represent flat surfaces and kerbs. SHARP tests are carried out at three different speeds to ensure the helmet provides good protection during both high and low severity impacts. Despite the risk of injury being much lower during less severe crashes, even a small risk could result in riders being seriously or fatally injured.

For more information on the work of SHARP and to read reviews already conducted please visit [www.sharp.direct.gov.uk](http://www.sharp.direct.gov.uk)

If you're going to 'Motorcycle Live' this year, SHARP will have a stand in hall 4 (B85) and representatives of the programme will be on hand to answer any questions you may have.

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

Chicago, the Windy City, is one of the most fascinating of places to visit - but my first experience of it was rather unnerving. I and one other journalist had been chosen to represent Great Britain on a fact-finding mission in the United States with, among others, the Ford Motor Company, and we had flown from London to Illinois for the first leg of our odyssey.

We motored from O'Hare International into the city, passing huge roadside placards which declared "Mayor Daley welcomes you to Chicago." Nice touch, I thought.

We had two days to take in the sights and sounds of the city beloved by Sinatra- and found ourselves walking along Michigan Avenue, aka the Front. I was keen to visit the legendary State Street - "that great street" - and we stopped to ask a local how we could walk there. He looked at our map and explained a rather convoluted route across to the street which runs parallel to the one we were on. He left us and I looked at the map again. It was perfectly clear to me that our friend's directions were difficult to follow and that there was a much simpler route to our intended destination. My colleague concurred.

Off we went using my supposedly expert guidance when we suddenly realised that where earlier all the faces we had encountered were white now they were all black. Not a problem today of course - but back then in the United States it was time of civil rights unrest. There were riots at a university in Mississippi where some years later I would stay when harmony had been established.

As we walked along we were receiving some puzzled looks - as if we were the first white men they had ever seen. And the buildings looked to be in no great shape. We approached the famous Shubert Theatre just at the moment the performance must have ended because out of its doors streamed at least 2,000 people - again, none of them white.

It's a long walk along State Street but there were no actual problems - until my more confident colleague rather unwisely suggested we buy a coffee in a diner. We entered, took our seats and ordered our drinks with a waiter who was wearing a somewhat perplexed expression on his face. A minute later we were approached by a huge woman bearing a "manager" badge on her ample chest. "Are you crazy?" she screamed. "What are you doing in here? Go! Go now." There was no explanation.

So we did leave - rapidly.

Together we walked no more than 20 yards further along the street and suddenly all the faces changed colour again. And I vowed always to follow the instructions of the locals in future. It was an intriguing, intimidating introduction to what had been the city of Capone, Dillinger and Ness...and I should have recalled the second line of Frank's song..."It's tumbling down."

## CHAIRMAN'S CORNER: SOLUTION



Henry should have Gretchen pull the trigger again without spinning. We know that the first chamber Gretchen fired was one of the four empty chambers. Since the bullets were placed in consecutive order, one of the empty chambers is followed by a bullet, and the other three empty chambers are followed by another empty chamber. So if Henry has Gretchen pull the trigger again, the probability that a bullet will be fired is  $1/4$ . If Gretchen spins the chamber again, the probability that she shoots Henry would be  $2/6$ , or  $1/3$ , since there are two possible bullets that would be in firing position out of the six possible chambers that would be in position

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### **Motorists warned about problems hiring cars abroad**

Motorists going abroad after 8 June are being warned they will need to take a special code with them if they want to hire a car.

From that date the paper counterpart of British driving licences - which records endorsements and fines - is being computerised. Anyone wanting to hire a car abroad will officially need a code to show convictions for offences like speeding.

To obtain it, motorists will have to log on to the DVLA website beforehand. But the code is only valid for 72 hours, so anyone wanting to hire a car more than three days into their trip will need to generate a new code while they are abroad.

For those who do not have internet access, a phone number will also be made available. The RAC said many drivers were unaware of the changes. "Our research shows that with just over a month to go before the paper counterpart to the photo-card licence disappears, 55% of drivers are not aware of the planned change," said RAC spokesman Simon Williams.

The DVLA recommends destroying paper counterparts after 8 June. However the AA is advising people to hang on to the document, in case some hire companies are unaware of the new arrangements. "Not all car rental companies, or indeed traffic police abroad, will be aware of the changes, so a 'belt and braces' approach of also taking the counterpart might help," said AA president Edmund King. But the AA also said that hiring a car abroad without a paper counterpart is not always a problem. Just as some car hire companies do not currently ask for a counterpart, not all will ask for a code after 8 June.

The old-style paper licences, issued before the photo card was introduced in 1998, will remain valid, but holders will still need a code to fully validate them. To view a record of their convictions, motorists can log on to the View My Driving licence page of the government website. They will need their driving licence number, their national insurance number and their postcode.

[Ack Brian Milligan and the BBC News Website]

## MAY / JUNE NEWSLETTER

Contributions to July / Augusts 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 July / Augusts newsletter is Sunday 21<sup>st</sup> June 2015.



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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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## GIGGLES:

A father buys a lie detector robot that slaps people when they lie. He decides to test it out at dinner one night. The father asks his son what he did that afternoon. The son says, "I did some schoolwork." The robot slaps the son. The son says, "Ok, Ok. I was at a friend's house watching movies." Dad asks, "What movie did you watch?" Son says, "Toy Story." The robot slaps the son. Son says, "Ok, Ok, we were watching porn." Dad says, "What?" At your age I didn't even know what porn was." The robot slaps the father. Mum laughs and says, "Well, he certainly is your son." The robot slaps the mother



Robot for sale!

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## New legislation to tackle drug driving

Up until the new legislation took effect on March 2, motorists could only be prosecuted for driving under the influence of drugs if the police could prove it was impairing their ability to drive.

And because it was difficult for the police to test for drugs, this meant offending motorists could slip through the net. But the laws on drug driving have now been brought into line with drink driving laws and offenders can now be prosecuted for having certain levels of drugs in their system, even if it's not affecting their driving ability.

So police can now stop anyone they believe to be driving under the influence of drugs and do a 'field impairment assessment' - a series of tests to see if a motorist is fit to drive, including tasks such as walking in a straight line. They can also use a roadside drug kit to test for cannabis and cocaine. Motorists deemed unfit to drive because of taking drugs will be arrested and will have a blood or urine test taken and charged if the results come back positive.

#### What are the penalties?

Any driver convicted of drug driving will face a minimum one year driving ban, an unlimited fine and licence endorsements that will last for 11 years. They could also face up to six months in prison and get a criminal record.

If a driver kills someone having taken drugs, the penalty for causing death by dangerous driving while under the influence is a prison sentence of up to 14 years. And it's not just illegal drugs that are covered under the new drug driving laws...

#### What drugs are included in the new laws?

The new drug driving laws set limits for eight illegal drugs, they are:

- Cannabis
- BZE (metabolite of cocaine)
- Heroin
- LSD
- Cocaine
- Ecstasy
- Ketamine
- Methylamphetamine.

It also includes some prescription medicines, but the limits on these are higher as the law only wants to catch drivers abusing the medicines. The prescription medicines included are:

- Morphine
- Diazepam
- Clonazepam
- Flunitrazepam
- Lorazepam
- Oxazepam
- Temazepam
- Methadone.

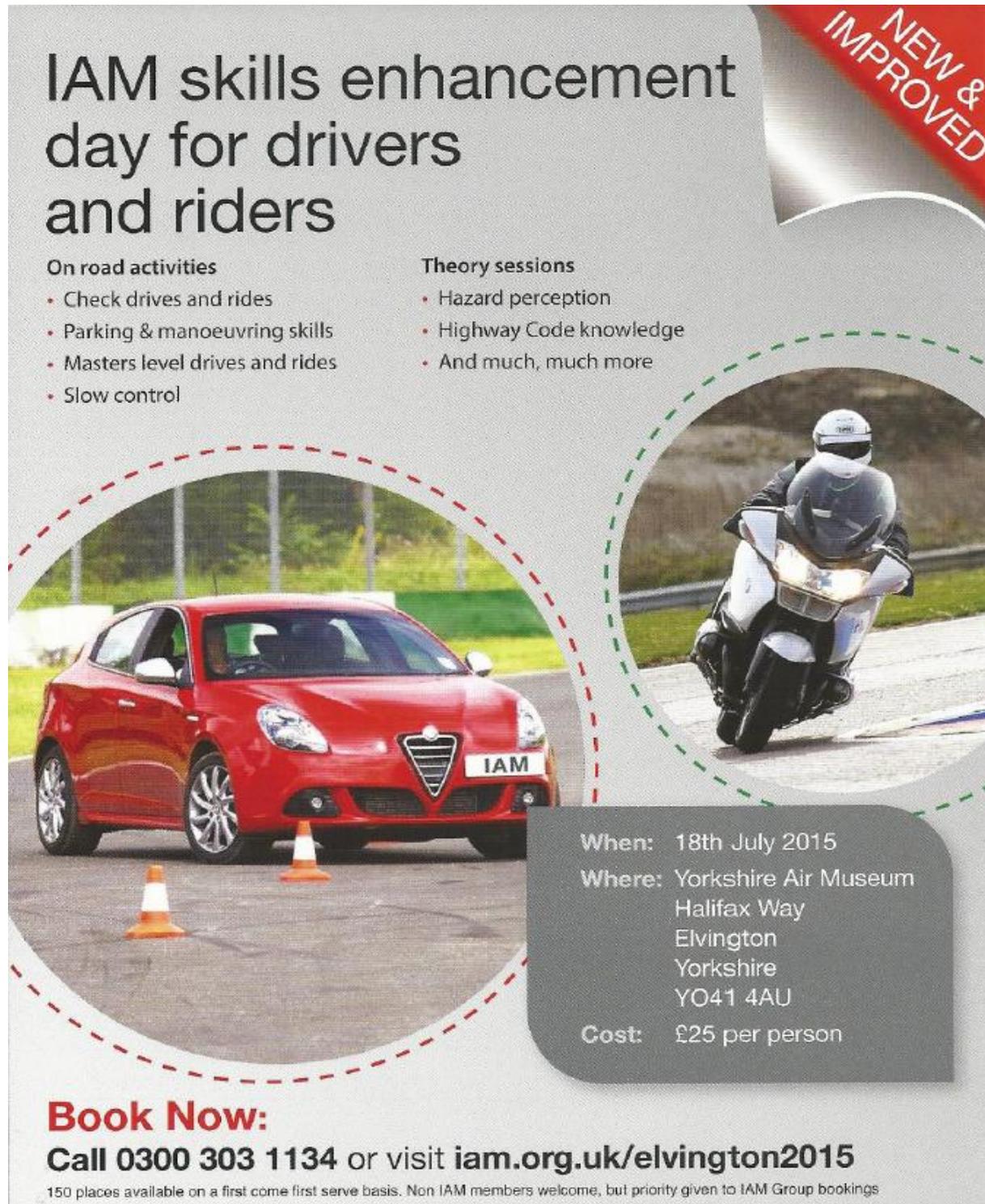
#### How can drivers make sure they stay on the right side of the law?

The simplest way to avoid falling foul of the new drug driving laws is to just not take them, but for motorists on medication this is obviously not an option. So any motorists who are on prescribed medication and may be at risk under the new laws are advised to talk to their doctor or pharmacist for information about how their medication may impair their driving ability. And those who are taking medication at a high dosage are

advised to carry evidence such as prescription slips to minimise any hassle if they're asked to take a test by the police.

The government has also said there will be a medical defence for any drivers found to be over the limit but not impaired, having taken medication as prescribed. For more details on the new drug driving legislation, see the government's Think! website <http://think.direct.gov.uk/drug-driving.html>

*[ack Ed Scott and webuyanycar.com]*



**IAM skills enhancement day for drivers and riders**

**NEW & IMPROVED**

**On road activities**

- Check drives and rides
- Parking & manoeuvring skills
- Masters level drives and rides
- Slow control

**Theory sessions**

- Hazard perception
- Highway Code knowledge
- And much, much more

**When:** 18th July 2015

**Where:** Yorkshire Air Museum  
Halifax Way  
Elvington  
Yorkshire  
YO41 4AU

**Cost:** £25 per person

**Book Now:**  
Call 0300 303 1134 or visit [iam.org.uk/elvington2015](http://iam.org.uk/elvington2015)

150 places available on a first come first serve basis. Non IAM members welcome, but priority given to IAM Group bookings

The poster features two circular images: a red Alfa Romeo car on a track with orange cones, and a person riding a white motorcycle. A red banner in the top right corner says 'NEW & IMPROVED'. The text is arranged in a clean, modern layout with bullet points for activities and sessions.

**FACEBOOK**

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



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**NEWSLETTER BY EMAIL**

To help minimise our costs, why not have the newsletter sent to you by email? It's easy to set up - just send an email to:  
peter.fawcett@warram.org.uk



Please include your name and address in the email to help with the administration side of things. No more waiting for the postman - do it today!

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**DATES FOR YOUR DIARY**

Sundays at 10:15: 3 <sup>rd</sup> , 10 <sup>th</sup> , 17 <sup>th</sup> , 24 <sup>th</sup> , 31 <sup>st</sup> May 7 <sup>th</sup> , 14 <sup>th</sup> , 21 <sup>st</sup> , 28 <sup>th</sup> June	Observed Runs (car) Refresher Runs (car)	Near the ALDI car park, Crossfield Street, Warrington, WA1 1UP
On arrangement with your observer	Observed Runs (bikes)	On arrangement with your observer
Sundays 31 <sup>st</sup> May and 28 <sup>th</sup> June 10:00 (weather permitting)	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 3 <sup>rd</sup> June at 20:00	Committee Meeting	St Johns Church Hall, Stockton Heath
Sunday 21 <sup>st</sup> June	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.

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**FINISHED READING? PASS IT ON....**



Personal recommendations from members are one of the main ways we recruit new associates, so please feel free to pass on this newsletter.