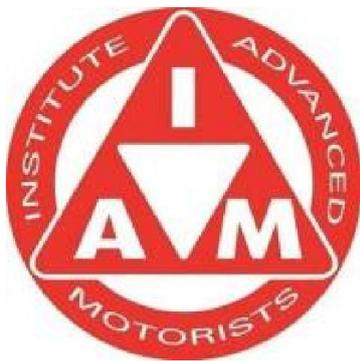
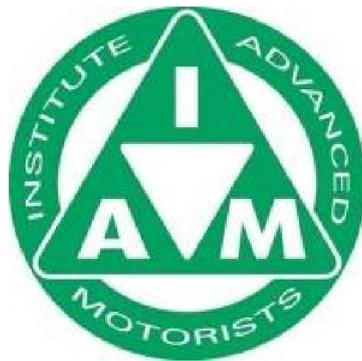


# Warrington Group of Advanced Motorists



August/September 2016  
Newsletter





## CHAIRMAN'S CORNER

It's been a long time between Newsletters principally because we don't currently have a Newsletter Editor. At the moment, Steve Segar fills in but with his busy work schedule and general commitments with the Group, he can't get round to doing one as regular as he'd like. Therefore, if anyone out there would like to take over from Steve, please speak to any member of the Committee and we'll be happy to chat to you about it.

Both the car and the bike sections of the Group continue to be busy, with plenty of associates keeping the respective Observers busy. It's important to stress to all our associates, whether on the car or bike sides, that to get the maximum benefits from the course they need to get out between Observed runs and put into practice what they have been shown. If they don't do this, then they will face an uphill struggle to reach the required standard, so don't forget, particularly with lighter nights, get out and practice. Remember, practice makes perfect!!

I'll get off my high horse now, and give you your usual brain teaser:-

*A man wanted to get into his work building, but he had forgotten his code. However, he did remember five clues. These are what those clues were:*

*The fifth number plus the third number equals fourteen.*

*The fourth number is one more than the second number.*

*The first number is one less than twice the second number.*

*The second number plus the third number equals ten.*

*The sum of all five numbers is 30.*

*What were the five numbers and in what order?*

As usual, you'll find the answer later in the newsletter.

Keep safe  
Andrew Bloomer

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## FUNNIES

Mother Superior called all the nuns together and said to them, 'I must tell you all something. We have a case of gonorrhoea in the convent.'

'Thank God,' said an elderly nun at the back. 'I'm so tired of Chardonnay.'

**WELCOME TO NEW MEMBERS AND CONGRATULATIONS**

Hi there

**WELCOME**

Welcome to new member's Tim Bolton, Joyce Dennis, Peter Howard, Vincent Scriven, Nigel Swindell, Kenneth Westgarth and Robert Worthington to the Car section Audrey Collier, Alan Isherwood, Peter Firth, George Firth Christopher Harris, Michael O Neill, Brandon West & Alan Worthington to the Motorcycle section should you have any questions or queries please ask and we will endeavour to resolve them.

Congratulations to Sophie Bell, Debbie Catlow, James Hall, Ian Lavery, Gill Moore and Nigel Swindell on passing the Car test and to John Dorman and Matthew Inett 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 me know at [distribution@warram.org.uk](mailto:distribution@warram.org.uk)

TTFN  
Ian

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**THANKS**

A big "Thank You" to the Warrington IAM Group who have helped me over the months not only to be a better driver, but also to pass the Skill For Life challenge last week. I went on Sunday to say Thank You personally, but not all the Observers were present; so this e-mail communication will have to suffice.

I enjoyed very much the weekly runs and admired the patience and effort giving us the confidence and competence to better understand the car and roads and the ability to drive so much better.

Gill Moore

**FUNNIES**

*A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted at the top of her lungs, 'Honey, pack your bags. I won the lottery!'*  
*The husband said, 'Oh my God! What should I pack, beach stuff or mountain stuff?'*  
*'Doesn't matter,' she said. 'Just get out.'*

## INTRODUCING IAM ROADSMART

For 60 years, the IAM has been here for road users, gathering knowledge and expertise, which has driven the development of driving and riding standards. The next 60 years will be every bit as challenging, and to stay at the forefront of road safety, we must anticipate and adapt for what lies ahead. Research has shown us that the IAM brand is not as relevant as it once was. Our highly respected reputation is not one that a younger audience wants to be a part of. So, we have put together a modernisation programme that has seen us update our driving standards, review our products and services, and evaluate our customer experience.

We want to be the best and most recognised provider of training and advice to drivers and riders, to reach everyone who drives or rides, to be a sustainable charity and to be central to all road safety policy making.

From 4<sup>th</sup> April 2016 we have had a new logo to represent this change. The new brand will be built into our heritage, The letters IAM will remain, as will the roundel, as a symbol of members' achievements. We will also offer more membership options and further opportunities to develop road skills. Our charitable status will be unaffected by the changes. Our Twitter name has changed to [@IAMRoadSmart](#) and we have launched a new Facebook page: [facebook.com/IAMRoadSmart](https://www.facebook.com/IAMRoadSmart). Remember to like it in order to see updates, as we will not be updating the old one anymore.

Thanks to the continued goodwill and support of our 4,000+ volunteers, who all give time and energy to help make better riders and drivers, our membership will continue to be the lifeblood of our new brand: IAM RoadSmart.

Sarah Sillars, chief executive officer [adapted from Advanced Driving Spring 2016]

Watch out for the exciting new branding as next times newsletter is also given facelift.



### Group news: The Jack Bellis Double Take campaign

[Warrington Advanced Motorists](#) is supporting the Jack Bellis Double Take campaign in tribute to the former associate who was tragically killed in a motorcycle crash. Jack, 19, passed his IAM RoadSmart advanced bike test in 2011, however he was the innocent victim of a collision a year later. Since Jack's passing, family and friends have vowed to keep his memory alive by launching a new road safety campaign.

The Double Take campaign encourages drivers to literally do a "double take" before carrying out a manoeuvre. Family friend Tony Rich, raised a large amount of money for Jack's fund and this money is being used to help under 30s who sign up for the advanced course with the group by subsidising their course fee by 50%.

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

The great fear of motoring journalists is becoming involved in an accident while test driving a shiny new and expensive model. Back in the 1960s and 1970s when there were few specialists writing about cars every manufacturer would turn a blind eye to any damage that occurred while a vehicle was being appraised.

Test days were quite amazing in those days; I recall attending my first British Leyland event at Silverstone and suddenly realising I was the only person driving round the track. It had got to 11.0am and the bar had opened.

Lunch was a sumptuous affair (I still have the menu autographed by all the "greats" of motoring journalism at that time). The game pate, Boston seafood chowder, roast wild duckling, raspberry flan and cheese could all be washed down with either Macon Blanc Villages 1972 or Le Perreon 1971 followed by brandy, port or liqueurs.

At a Jaguar event a car was overturned and while the press officers were disappointed no further action was taken against the driver but the cost of the damage was enormous. At similar events today not only is alcohol banned but one is breathalysed as part of the organisers' "duty of care." Before it was scrapped one had to show the paper part of the driving licence and anyone with nine points would never be allowed to drive; nowadays one has to give permission for them to access one's driving record on line. Before handing over the car keys many manufacturers also insist on us signing a disclaimer protecting them from any adverse eventuality.

A colleague was surprised to be told that if he borrowed a particular car the manufacturer would charge him whether damage had been caused by him or another, possibly unknown, party. Another writer reported that while he had a car on test it was damaged in a multi-storey car park while he wasn't there. The manufacturer didn't press charges, as it were, but a year later he discovered that a claim had been made, his name had gone on to a database and his own insurers were upping his annual premium by £130. These incidents led to me being asked to carry out a survey of all manufacturers to check on their current insurance arrangements, these not always being made available with the car. I was rather stunned to discover that several would apply excess charges up to £5,000 if a vehicle was returned damaged and in every case, if there was proven negligence by the driver, they would seek compensation. Negligence includes forgetting to remove the keys while the vehicle is unoccupied and not just careless or dangerous driving or driving a car on a track without permission.

Just the scuff of a wheel rim could be costly especially if a couple of previous scratches have been polished out. Test cars are always insured third party because the manufacturer would be handling any repair or scrappage themselves.

When I was in full time employment my employers paid for a special insurance policy that would come into play should it be needed. Such protection was far from universal and one hopes that the growing numbers of unprofessional bloggers who run tacky motoring websites are covered in some way.

## CHAIRMAN'S CORNER: SOLUTION

7, 4, 6, 5, 8 (simple eh?).



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## WHAT TO DO IF YOU PUT THE WRONG FUEL IN YOUR CAR

***Important: If you've used the wrong fuel, do not switch on the engine or put the key in the ignition.***

It happens to the best of us. You're in a rush, you're stressed out and you just want to top up the tank and be on your way. A momentary lapse in concentration, and it all comes undone. Petrol in your diesel engine. Cue half an hour of quietly cursing yourself and the cruel fate of the universe.

But all is not lost.

### **What happens when you put petrol in a diesel engine?**

As well as powering the car, diesel acts as a lubrication oil that keeps the fuel pump and other components running smoothly. Petrol, acting as a solvent when mixed with diesel, has the opposite effect.

Adding petrol to a diesel engine increases friction between parts, causing damage to the fuel lines and pump. If you drive away or even start the car with petrol in the mix, you could cause expensive damage to the engine.

### **What happens when you put diesel in a petrol engine?**

Diesel pump nozzles tend to be larger than most petrol fuel necks, so misfuelling in a petrol car doesn't happen all that often.

Luckily, putting diesel in a petrol engine isn't as bad as the other way around. Because diesel needs to be compressed before it'll ignite, chances are you won't even be able to start the engine.

### **What to do if you've put the wrong fuel in your car**

First of all, and this is most important: Do not start your engine. Don't even put the key in the ignition.

If you've realised your mistake before starting the engine, here's what you do:

Tell the petrol station what's happened.

- Put the car in neutral.
- Have someone help push your car to a safe place.
- Call your insurer as soon as you can.
- If you have breakdown cover, give them a call - they should be able to drain, flush and refuel your car.

If you aren't so lucky and you drive off with the wrong fuel, you'll soon realise what's happened when the car grinds to a halt.

Treat this as you would a regular breakdown - we've got a step-by-step guide on what to do here.

### **Breakdown and insurance – are you covered?**

Most standard breakdown cover policies will take you to the nearest garage or to your home. But draining the tank might come at an extra cost.

Some breakdown providers offer a drainage service as an add-on to their cover, so it's worth checking beforehand. You can also find local garages that offer misfuelling services, though their prices may vary by a wide margin.

Whether or not you're covered under your insurance is a trickier matter. Some insurers may include misfuelling cover as standard, but this isn't the norm.

You might be able to claim for a drain-and-refuel under the accidental damage part of your policy. However, any resulting damage to the engine may not be covered.

In any case, it's best to check the small print of your policy to make sure.

### **How to avoid putting the wrong fuel in your car**

The obvious answer here is to be attentive while filling up, but that's sometimes easier said than done. An alternative way to prevent this from happening is by fitting a diesel fuel cap to your fuel neck. This cap stops petrol nozzles from fitting into fuel tanks they're not meant for. These caps are designed to fit into specific makes and models, so be careful you choose the right one. Depending on your model, they tend to cost between £15 and £30.

(ACK: Confused.com)

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### **SARAH SILLARS RECEIVES TOP INDUSTRY ACCOLADE**

Sarah Sillars OBE, IAM RoadSmart chief executive officer, has been named in Autocar's Great British Women in the Car Industry 2016. The awards, which named 100 inspirational British women from the automotive industry, were celebrated at a reception at the Society of Motor Manufacturers and Traders (SMMT) last week. Sarah was recognised in the Executive category, alongside leading industry figures such as Alison Fowler, Ford of Europe; Nikki King OBE, honorary chairman of Isuzu Truck UK and Wendy Williams, chief executive and company secretary of the IAAF (Independent Automotive Aftermarket Federation).

[Ack: IAM Inform]

### **FUNNIES**

A mechanic was removing a cylinder head from the motor of a V8 when he spotted a well-known cardiologist in his work-shop. The mechanic shouted across the garage, "Hey doc, do you want to take a look at this?" The cardiologist, a bit surprised, walked over to where the mechanic was working. The mechanic straightened up, wiped his hands on a rag and asked, "So doc, look at this engine. I opened its heart, took the valves out, repaired and replaced anything damaged and then put everything back in, and when I finished, it worked just like new. So how is it that I make thirty grand a year and you make a million when you and I are doing basically the same work?" The cardiologist paused, leaned over and whispered to the mechanic: "Try doing it with the engine running!"

## DRIVING THROUGH ROADWORKS ON MOTORWAYS

Driving through roadwork's can be nerve wracking. Narrower lanes, slow traffic and fraying tempers all add to the challenge. But as long as you drive carefully and at a steady speed your journey 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.
- 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 2 seconds 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. 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 roadwork's are in force - be prepared to slow down throughout. They are there for your safety and the safety of the workforce.

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]

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## The IAM at 60

Yes - the IAM is 60 - time to get its bus pass, ... but NO, the IAM is very much alive and kicking and not feeling it's age. Its 60th was celebrated with a 'party' for Members at the British Motor Museum at Gaydon on the 9th July. For our £10 tickets we got entry to the Museum (normally £15 on its own - bargain just for that), a barbeque style lunch, a display provided by IAM Members of one car from every single year the IAM has been in existence (and there were some 'tasty' cars there - a Ford GT40 (a replica

but still awesome), very cherished classic sports cars from the '50s and 60's , and my favourite (just ahead of the GT40) was a very innocent looking Austin A35 saloon but this was no shrinking violet car - it was a real wolf in sheep's clothing with an enlarged, up-rated and turbo-charged engine (and modified suspension and brakes I hasten to add). There were also driving sessions offered to 'junior' members of the general public by the Under 17 Car Club allowing those aged 11 to 15 to try driving under very controlled and strict guidance with them. The Under 17 Car Club has recently linked with the IAM as they both have common aims and their website can be found at : <http://under17-carclub.co.uk/>



There was also three "Meet the Stars" panel sessions and the Stars were Chris Goffey (Motoring Journalist and former Top Gear presenter), Sue Baker (Motoring Journalist and another former Top Gear presenter) and Northern Ireland's Paddy Hopkirk (who won the 1964 Monte Carlo Rally in a Mini Cooper S ... and that actual car is in the Museum). The three of them were an excellent panel, fielding questions from the two presenters as well as from the audience, and giving honest and off the cuff answers that were serious and funny, including Paddy Hopkirk being stopped by the Italian Police while on a Rally and lost for going the wrong way down a One-way street. "But I am only going one way!" was the reply Paddy gave. Only an Irishman could try that one ... and get away with it because the Policeman let him off and told him how to get back onto the Rally route (would that happen in the UK?)

Summary - the IAM's 60th party was an excellent day that was well worth the cost of the ticket and even my Kathy enjoyed it, especially the Panel. We went to two of the three sessions because we knew the questions and answers would be different the second time around.

[by Group Member Mike Lyne]

## OCTOBER / NOVEMBER NEWSLETTER

Contributions to October / November 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 October / November newsletter is Sunday 17<sup>th</sup> September 2016.



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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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## 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:

[distribution@warram.org.uk](mailto:distribution@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: 7 <sup>th</sup> , 14 <sup>th</sup> , 21 <sup>st</sup> 28 <sup>th</sup> August 4 <sup>th</sup> , 11 <sup>th</sup> , 18 <sup>th</sup> 25 <sup>th</sup> September	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
Sunday 28 <sup>th</sup> August Sunday 25 <sup>th</sup> 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 2 <sup>nd</sup> November at 20:00	Committee Meeting	St Johns Church Hall, Stockton Heath
Sunday 17 <sup>th</sup> September	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.