

The logo for IAM RoadSmart is displayed on a blue background. The word 'IAM' is written in a large, white, stylized font with a slight shadow effect. Below it, the word 'RoadSmart' is written in a smaller, dark blue, sans-serif font.

iAM
RoadSmart

The text 'Official Provider' is centered on a dark grey, almost black, background. The text is white and in a clean, sans-serif font.

Official Provider

Warrington Group of Advanced Motorists

Newsletter
August/September 2017

WARRINGTON GROUP OF ADVANCED MOTORISTS

IAM Group Number 5075
Registered Charity Number 1048554
Website: www.warram.org.uk
Email: contact@warram.org.uk

President Geraint Hughes

Vice Presidents: Stephen Bielizna, Chris Givvons, Paul Griffiths and Bryan Moore

Committee Members: Group Year 2016 - 2017

Officers

Chairman/Chair of Training (cars)	Andrew Bloomer	Tel: 01928 714149
Vice Chairman	Tim Bolton	Tel:
Treasurer	Steve Segar	Tel: 01925 727173
Secretary	Jean Carter	Tel: 01925 245009
	74 Forshaw Street	
	Warrington	
	WA2 7HD	

Committee Membership

Motorcycle Representative	Chris Harris	
Membership Secretary	Ian Bell	Tel: 01925 634484
Car Representative	Gill Moore	
Motorcycle Liaison Secretary	Simon Jones	Tel: 07957 170185
Minutes Secretary	Peter Marsland	Tel: 01925 755921
Website Secretary	Vacant	

Other Posts

Associate Co-ordinator (Cars)	Jean Carter	Tel: 01925 245009
Associate Coordinator (M/cls)	Gordon Blackshaw	Tel: 01925 860967
Local Observer Assessors (Cars)	Andrew Bloomer	Tel: 01928 714149
	Jean Carter	Tel: 01925 245009
	Mike Lyne	Tel: 01925 819243
Local Observer Assessors (M/cls)	Andrew Bloomer	Tel: 01928 714149
	Jonathon Hough	Tel: 07580 761728
DVDs	Carlow Marrow	Tel: 07471 732880
Newsletter Editor	Steve Segar	Tel: 01925 727173

DISCLAIMER - The contents of this newsletter are purely the opinions of the contributors and do not necessarily represent the views of the Institute of Advanced Motorists or the Warrington Group.

ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN, by order of the Group Committee, that the 36th Annual General Meeting of "WARRINGTON ADVANCED MOTORISTS" will be held at **8.00pm** on **Wednesday 1st November 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 2015 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: 2nd August 2017
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. Tim Bolton	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. Simon Jones

B RETIRING AND NOT STANDING FOR RE-ELECTION

Mr. Ian Bell

C COMMITTEE MEMBERS NOT RETIRING (remaining yrs of office)

Mr. Peter Marsland	1 yrs
Mrs. Gill Moore, Mr. Chris Harris	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)

Mr. Mike Lyne

NOTE - The total number of Committee Members including the Officers must not exceed twenty. Please see the NOMINATION PAPER for further detail.

CHAIRMAN'S CORNER

We are now well into the summer months and things are going well for us as a Group. The car section continues to meet every Sunday at Fairfield & Howley Neighbourhood Project, and what an inspired choice this venue has proved to be. It provides ample parking facilities, an indoor meeting area where tea and coffee is served, and perhaps most important of all, toilet facilities. The bike section continues to attract new associates and most of the Observers are kept very busy getting these associates through their tests.

Our current Membership Secretary, Ian Bell, is standing down at the end of this financial year due to work and other personal commitments, and as such we need to find a replacement. I'd like to place on record my thanks to Ian for his help and contribution to the Group over a significant number of years. I think Ian was Membership Secretary when I first joined the Group back in the midst of time. He will certainly be missed but hopefully won't be a stranger to us. Does anyone fancy stepping into his shoes? You don't have to be an existing Committee Member and new blood and ideas are always welcome. If you are interested, please let me know.

We are also always looking for new Committee Members, so if anyone would be interested in joining Committee and help run the Group and give it direction, please let me know.

Finally, here's your brain teaser, and as usual, you'll find the answer later on in the Newsletter:-

A worker is to perform work for you for seven straight days. In return for his work, you will pay him $\frac{1}{7}$ th of a bar of gold per day. The worker requires a daily payment of $\frac{1}{7}$ th of the bar of gold. What and where are the fewest number of cuts to the bar of gold that will allow you to pay him $\frac{1}{7}$ th each day?

Keep safe

Andrew Bloomer
Chairman

DRIVER OF THE YEAR COMPETITION NOTICE

Our friendly neighbourhood examiner Steve Bielizna has very kindly agreed to conduct Driver of the Year for us this year.

As always, any Group member can enter the competition and each run will start at Let's Eat Café (Tarpoley Rd, Warrington WA4 4EZ) on the A49 close to the junction with A533. Each run will last 30-40 mins.

This is an excellent opportunity for you to have your driving assessed by one of our examiners and also an opportunity to be awarded the prestigious prize on offer, not to mention "local bragging rights".

Anyone interested, can you please let me know soonest so we can start to get runs organized. Andrews contact details can be found on Page 2.

WELCOME TO NEW MEMBERS AND CONGRATULATIONS

Hi there

Welcome to new members James Shaw, Darcy Caine, Colin Hubbard, Patrick Moore, Matthew Orrillard, Janet Sims, Sean Hooper, Anthony Gallagher, Emma Lavens, Stuart Marshall and Elaine Bloxsom to the Car section. To the Motorcycle section we welcome Stuart Jones, Mark Rogers, Mark Greaves, Niall Pagdin, John Bellamy, Tomasz Hermanowicz, Gareth James, Anthony Bailey, Glynn Mellor, Kevin Ingleson and Christine Paighton. Should you have any questions or queries please ask and we will endeavour to resolve them.

WELCOME

Congratulations to Colin Hubbard on passing the Car test and Audrey Collier and Gary Butler 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

TTFN
Ian

THE IAM ROADSMART MASTERS STANDARD OFFERS THE ULTIMATE CHALLENGE FOR CIVILLIAN DRIVERS AND RIDERS

Open to all current IAM members, the IAM RoadSmart Masters programme provides true 'one-to-one' mentoring support and guidance that will help you to attain the highest standard of civilian driving or riding ability in the country. Building on your skills as an existing advanced road user, the Masters programme will help to enhance and develop your ability even further and once you and your mentor feel that you are ready, there will be a ninety minute test that includes both a theory session and an extended drive or ride. To challenge you the Masters test will be conducted on roads unfamiliar to you, and may therefore involve travelling a fair distance from where you live. You will be scored on a series of criteria and able to achieve either a **Pass** or a **Distinction** award.

IAM Roadsmart Masters qualification is valid for FIVE years after which time you will be invited to re-qualify. The current price of the re-qualification is £129 and upon passing you will be awarded either a Pass or Distinction and the online Register updated.

For those riders and drivers who feel that they are at the required level already a 'test only' Masters option is available. This does not include any mentoring and candidates will be expected to demonstrate a very high level of skill and candidates must demonstrate a good knowledge of the Highway Code, Roadcraft and the IAM RoadSmart Advanced Driver/Rider Course logbook.

Masters is a challenging standard that is only available to current full IAM members. Non-members must either join us via exemption or pass the advanced test before commencing a Masters course. Full details and current prices can be found at www.iamroadsmart.com/campaign-pages/end-customer-campaigns/masters or by placing IAM Masters in any good search engine.



The Warrington group is fully supportive of members who wish to develop their skills further and to date we have quite a few members that have already risen and succeeded with the challenge

Car Drivers

Andrew Bloomer (D)
Ian Ross (D)
Fiona Soutar (D)

Motorcycle Riders

Gordon Blackshaw (D)
Andrew Bloomer (D)
Rob Blythe (P)
Chris Harris (D)
Jonathan Hough (D)
Ian Hunt (P)

Congratulations to you all for taking the initiative in this demanding enterprise.

Any other current observers who are willing to rise to the challenge could receive a refund of their test fee (£129) from group funds upon successful completion. Contact the Treasurer for more details.

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

I thought I had learned many years ago something that my first editor used to often warn me about... "Never volunteer for anything, son."

In my earliest years as a journalist I was up for everything, probably for the simple reason I had an inflated view of importance of myself because of the profession to which I now belonged.

A journalist has a quite incredible privilege of being paid to express ones' view in print to an audience which, at least in those days, numbered millions - but at the same time a writer should keep his or her feet firmly on the ground.

And so it happened that I was invited to attend an annual dinner of motoring correspondents and their partners in a rather swish hotel. I felt I had now become part of the in-crowd; the gathering included many of the greatest names in motoring journalism. Shortly before the pre-dinner drinks were to be served I was surprised to be taken aside by one of the organisers and escorted up to one of the bedrooms.

When the door was opened I was astonished to be greeted by a very pretty girl whom I'll call Jenny and who had worked for me at the Guardian many years before.

She introduced me to her boyfriend, whom I'll call Paul. "We asked to look at the guest list," he explained, "and we saw your name and realised we had a friend on whom we could rely."

If I had not been so flattered by the remark I should have exclaimed an emphatic "no" to the question that followed. "Paul is a hypnotist," explained Jenny. "We are the after-dinner act and we need someone to help us on stage." Paul added that four volunteers were needed but only one - me - would be "in on the act."

He wasn't a hypnotist at all; I was to feign being put under his influence. I wouldn't be embarrassed by any of his commands, he promised, and he went through an elaborate sequence of signals that would trigger the responses he would need from me to fool the audience.

It appeared to work for Paul and Jenny received a standing ovation before the encore. The big finish involved Paul pouring gallons of water from glasses into a pitcher as I came out of the pseudo-trance; I had to react to this by immediately dashing out of the room, as if to go to the toilet but in fact to hide. This, he said, would make so many people in the audience do exactly the same. Whether they did or didn't I have no idea, nor did I then care.

For me of course there was no applause - just a couple of my colleagues at my table asking if I felt all right after my wretched ordeal.

Never again!

CHAIRMANS CORNER: SOLUTION

Just 2



AN AUDIENCE WITH.....



On the evening of 20th April, we arranged an evening with Charlie Williams, who is an IAM member but more importantly a 9 time TT winner during an illustrious racing career. The event was well attended with over 50 turning out to hear him tell us all about how he got started in bike racing and taking us right through his career to his recent successes in the Goodwood Festival and the TT Classic. He entertained us with lots of personal stories from his racing career, all delivered with a wicked sense of humour, to keep the crowd entertained and enthralled.

He also brought along a couple of his bikes from the past, including a pre-war racing Rudge and a two-stroke twin ZR Yamaha.



A great evening was had by all and special thanks go to Geoff Kelly for facilitating the successful evening.

WHAT DO YOU MEAN; YOU NEED THE CHAIRMANS BRAIN TEASER EXPLAINING?

*Day One: You make your first cut at the 1/7th mark and give that to the worker.
Day Two: You cut 2/7ths and pay that to the worker and receive the original 1/7th in change.
Day three: You give the worker the 1/7th you received as change on the previous day.
Day four: You give the worker 4/7ths and he returns his 1/7th cut and his 2/7th cut as change.
Day Five: You give the worker back the 1/7th cut of gold.
Day Six: You give the worker the 2/7th cut and receive the 1/7th cut back in change.
Day Seven: You pay the worker his final 1/7th.*

As that pesky meerkat says "Simples!"

DID YOU KNOW?

The advance warning of the Driver of the Year competition earlier in the newsletter got me to thinking about past winners of the event. True that Fiona Soutar is queen of the mountain at this moment in time having won three times in the last five years but she is not the only triple champion we have had. Chris Rogers was the first to this mantle having been successful in 1993, 1995 and 1997. Another triple winner is Peter Marsland having triumphed in 1996, 2004 and 2011. Double champions also include Peter Sunderland, Bill Snow, Debbie Collis, Steve Segar and Robert Kletz.

So isn't it time your name was entered into the frame and as the saying goes "you have to be in it to win it". Names to Andrew Bloomer of anybody who is interested.

COMMON MOTORBIKE ACCIDENT SCENARIOS

[ack: <http://www.mc-ams.co.uk>]

Road accidents involving bikers can be caused by many things including the carelessness of other road users, the use of excessive speed and the loss of control due to poor road conditions. The large majority of motorbike accidents fall into a few general scenarios, which are covered below.

By being aware of these common motorbike accident scenarios you can prepare to expect the unexpected and hopefully avoid road accidents before they happen. Here are some examples of the most common motorcycle accidents and how to avoid them.

Third party pulls out in front of biker - This is sadly an all too common occurrence. You're riding along, when suddenly a car pulls out of a side street into your path. You hit the brakes, but it's too late. You go straight into the side of the car, maybe even thrown across the bonnet. The best way to prevent against someone pulling out on you from a junction is to pay extra attention to any vehicle waiting to come out of a junction. Look at the driver inside. Unless they are looking right at you, they may be about to pull out - so slow right down. In fact, even if they seem to have noticed you, it doesn't mean that they have. Always expect the worst and act accordingly.

Third party rear-ends biker - This most commonly happens when you have to stop suddenly, perhaps at a junction or traffic lights, and the third party is driving too close behind you. They smash into you from behind, hitting your back wheel and causing you to topple over.

Unfortunately there is little you can do to prevent this from happening other than taking care to slow down gradually where possible. Sometimes, braking suddenly is unavoidable, so the responsibility to maintain a safe distance lies firmly with the car behind. The fact that the rider cannot see the vehicle until it is too late, along with the fact that the bike is usually stationary makes taking evasive action impossible. If there is a car in front of you at a junction, it's always a wise move to filter to the front of the queue, using any waiting cars as a buffer; it saves running the risk of being exposed and hit by a negligent driver. It's also wise to adopt the safety position too; leaving your foot resting on the back brake lever, allowing the brake light to come on. It could warn the driver behind you of your presence.

Third party turns right on overtaking biker - You are riding on the outside of a vehicle, perhaps in slow traffic or just overtaking, when the car suddenly turns right, cutting you off. You slam into the wing or driver's door of the vehicle, smashing the front of your bike and potentially sustaining injury. Avoiding an accident of this kind is significantly more difficult if the driver turned without indicating first as there would have been no warning that the vehicle was about to turn. If you are overtaking traffic and you see a car indicating to turn right, do not assume that the driver has seen you. In fact, assume that they have not and slow right down to a crawl. This is the only way you can prevent this horrible accident from occurring.

Third party cuts corner in front of biker - Imagine the situation: you're cruising along a gorgeous road, enjoying every moment of it until you approach a corner and see the unexpected - a car coming towards you on your side of the road. Drivers do cut corners and they do so regularly. No matter what speed you're going, getting hit by a car in this situation is likely to result in an injury, minor at best. The best way to avoid this is to take due care and attention through bends, always assuming that something will be cutting the corner. With that in mind, adjust your cornering line to suit the road, aiming for the tightest line possible. Having said that, it's not always possible, due to debris on the road and other reasons but if you're forced to use your brakes, you'll want to get back upright as soon as possible before applying them, otherwise you may lose control altogether.

Third party changes lanes into biker's path - We've all seen this one done before: another vehicle deciding to join the fast lane without really looking - if they don't see a pair of headlights, they assume it's clear. In fact, sometimes drivers DO see you but misjudge the speed that you're carrying and assume they can join the fast lane and get away before you catch up to them. You can lock up your brakes and throw yourself off the bike or hit the vehicle. No matter what speed you're carrying, you're likely to be left on the road and surrounded by fast moving traffic, none of which is ideal. The best way to avoid these situations is to familiarise yourself with the potential blind spots of a car driver and avoid them at all costs. If you think you're in one, then move into a position where you can clearly be seen. There are other tell tale signs that a car may change lanes such as the cars movements; the driver may be checking their mirrors, causing the car to wander slightly - you could go one step further and actually look at what the driver is doing, if they're moving their head around, it's more than likely that they're going to make a move.

Car attempts a U-turn into path of biker - This one is very similar to the situation above: it's because of the lack of attention from the third party. The worrying thing about this scenario is that if the driver completes the U-turn, you're going to hit the car straight on but if the car driver notices you mid-maneuver, they'll panic and leave the car exactly where it is: casually parked across both lanes, with the driver looking like a startled deer in the headlights. If you don't act appropriately, you'll smash into the car, no matter where it is on the road. In a situation like this your best bet is to be aware of the vehicle before the maneuver is made. If it's going to make a move, use your horn and alert them. The horn should put a stop to the U-turn but you should be using your brakes already too. Prepare to come to a stop by progressively engaging both brakes. Don't grab and pull or you may face a lock up. Apply the brakes and bring your motorcycle to a stop. Many riders suggest bailing and jumping off the bike altogether but it's much safer to brake hard, even if a lock up is inevitable. Your brakes are capable of bringing you to a halt and you have to have faith in them. Even if you can't stop completely, a slow speed 'bump' is much nicer than either a full on collision or jumping from a motorcycle.

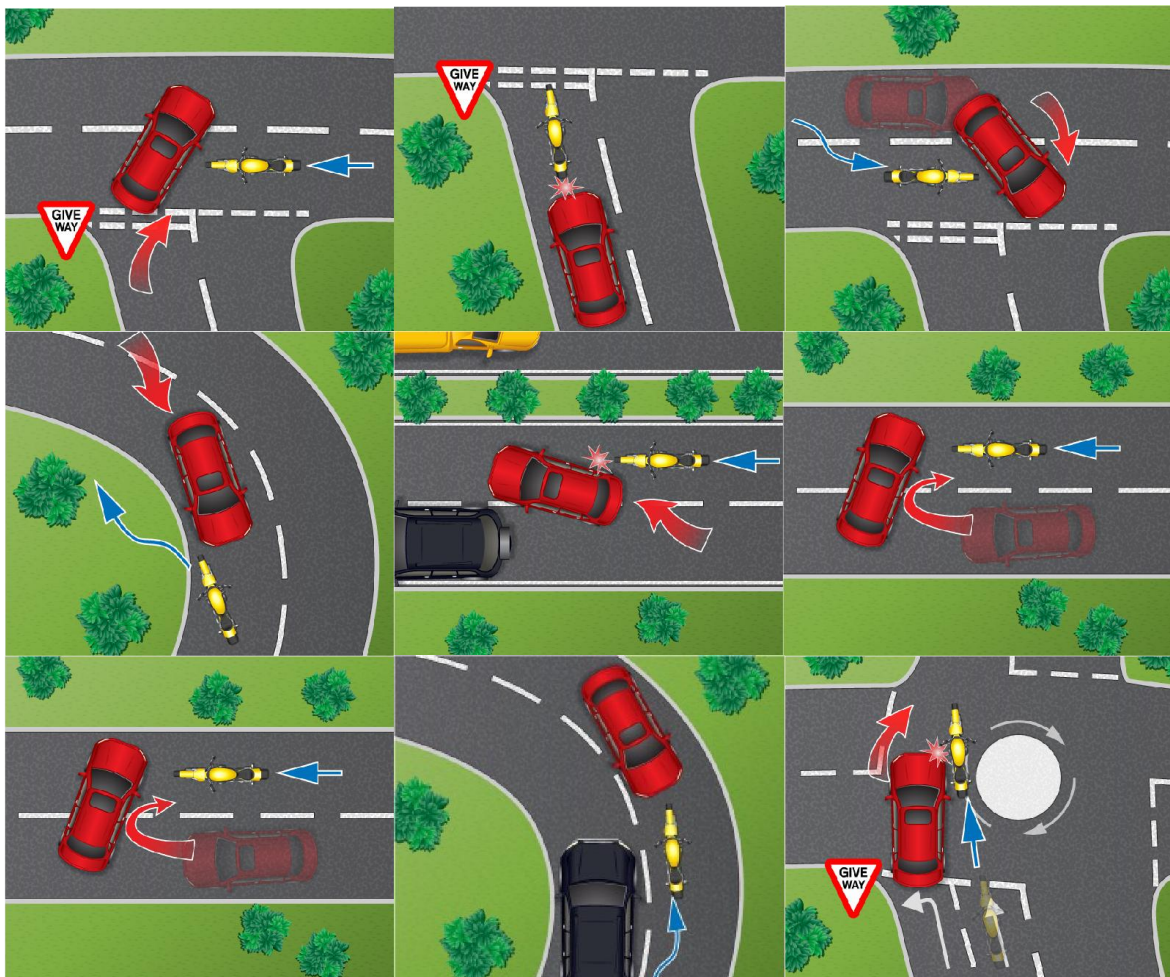
Biker overtakes on bend into path of third party - This certainly isn't an ideal situation to find yourself in and one that is completely avoidable. If you've decided to attempt an overtake during a bend and find yourself confronted by a vehicle coming from the other direction then you only have yourself to blame. The only situation where this could happen is if you've attempted to overtake a car on a straight and clear road and the car you're overtaking has decided not to let you pass without a fight, leading you into a dangerous situation with nowhere to go. The best way to avoid this situation is not to rise to the challenge. Nine times out of ten, there won't be a car approaching but typically the time you try is the time when a collision will happen. Always make sure that you overtake when the road in front of you is straight and clear, any other time could result in serious injury and even death.

Third party reverses into biker - This scenario rarely results in serious injury but it is still a common problem. In slow moving or stationary traffic, occasionally, drivers will reverse and they'll reverse without looking too. This is especially common from drivers of vans without rear windows or rear view mirrors. In situations like these, there is usually nothing you can do until the damage has been done. To avoid situations like these, you should always leave plenty of room between yourself and the vehicle in front and move yourself out of the vehicles blind spot. Ideally, you should move yourself somewhere where the driver can see you in their mirrors. If the vehicle in front still decides to reverse, you'll have time to deal with it. If the vehicle begins to reverse you should alert the driver with your horn as soon as you see the first glimpse of a reversing light. If you left ample room, you'll be able to maneuver out of the situation.

Third party exits roundabout in wrong lane - Statistics have shown that many motorists, motorcyclists and car drivers, are unaware of how to approach and navigate a roundabout properly. This is quite a frightening statistic but it's worth keeping in mind. Here, the car has entered the roundabout on the inside lane, and has taken the opposite exit. For this maneuver, the driver should've been in the outside lane. The motorcycle is correctly

positioned but now faces a collision with the car. If you keep in mind that many motorists have no idea how to navigate a roundabout properly, then you'll be approaching the roundabout with caution. As long as you're riding at an appropriate speed, are aware of what's going on around you and assume that the driver's don't know what they're doing, you should be able to avoid these situations.

Third party continues on roundabout in wrong lane - This accident scenario is very common; it's a frustration for all motorists, not just motorcyclists and it's one that you should always be wary of. Avoiding accidents like these is tricky because no matter what decision you make, you'll theoretically be 'disrupting the flow of traffic' - which is enough to make you fail your driving test! That is unless you swallow your pride and go around again, hoping the rest of the traffic is more aware than the last car. Sadly, not all roundabouts are big enough to allow you to make a split-second decision like that whilst under pressure, so the best course of action is to slow down and let the driver pass, allowing you to safely make your exit. Of course, you can only do that if you're aware that the driver has made an error. Make sure you keep any eye on your surroundings and pretend that everyone else is an idiot. In this case you'd be right, especially as most roads leading to roundabouts are clearly marked with massive white letters.



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.



OCTOBER / NOVEMBER NEWSLETTER

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 10th September 2017.



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

Sundays at 10:15: Every Sunday except Christmas and New Year	Observed Runs (car) Refresher Runs (car)	Fairfield & Howley NBH Project, Fairfield Street, WARRINGTON WA1 3AJ
On arrangement with your observer	Observed Runs (bikes)	On arrangement with your observer
Sunday 27 th August	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 nd August at 19:30	Committee Meeting	Fairfield & Howley NP
Sunday 10 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.