

IAM
DRIVING ROAD SAFETY



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

TAUNTON GROUP OF ADVANCED MOTORISTS NEWSLETTER

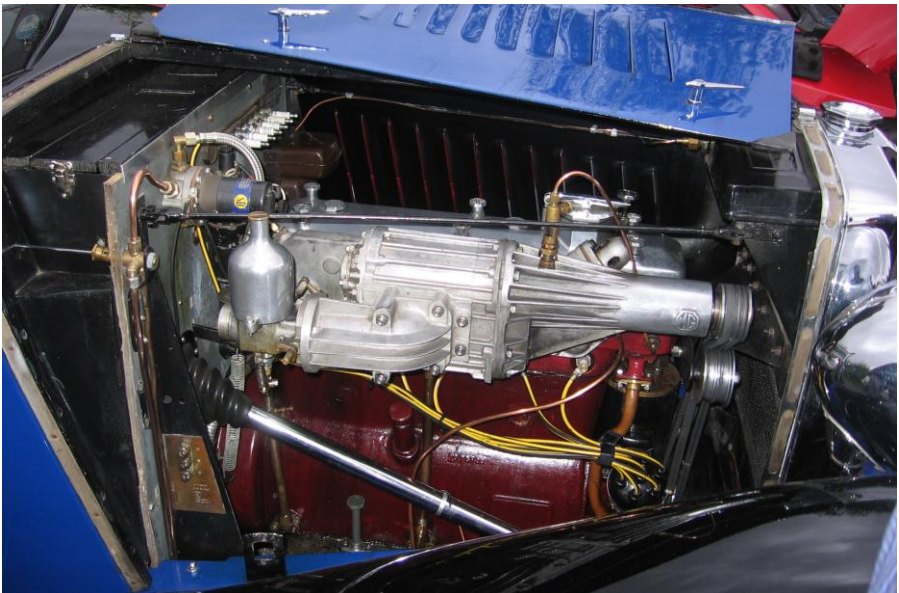
Number 120

Autumn 2011

www.tgam.org.uk

Photo Gallery

Classic Car Evening



The 1935 MG NA Magnette Faux Cabriolet showing the supercharger

TAUNTON GROUP OF ADVANCED MOTORISTS

NEWSLETTER

Published Quarterly
Editor: John Gilbert Printing: **WMdirect**
Circulation: 160

IAM Group No. 1005
Registered Charity No. 1062207
www.tgam.org.uk



Any comments or opinions expressed in this Newsletter are those of the contributors and not necessarily of the Institute of Advanced Motorists Ltd., Editor or Committee. They are published in the belief that free expression may stimulate and breed ideas. No legal responsibility can be accepted for any article or advert published. Please send any items for consideration to be included, provided suitable space is available in the next Newsletter, to John Gilbert, our Newsletter Editor (details on Page 4). Items will be published ASAP.

DATA PROTECTION ACT

Members' details, i.e. names, addresses and telephone numbers, are kept on computer for convenience. This information will only be used to further the aims and objectives of the IAM and is only available to Committee Members BUT can be inspected at any suitable time provided just cause can be proven.

The Committee

PRESIDENT	John Pentney 18 Tristram Drive, Creech St. Michael, Taunton TA3 5QU 01823 443344 president@tgam.org.uk
CHAIRMAN	Kevin Grose c/o Chateau Griffin, Hatch Beauchamp, Taunton TA3 6SJ 07788 863981 chair@tgam.org.uk
SECRETARY	Serena Lonton Mashala, Ilton, Ilminster TA19 9HL 01460 52519 secretary@tgam.org.uk
TREASURER (ACTING)	Kevin Grose & Serena Lonton 07788 863981 treasurer@tgam.org.uk
MEMBERSHIP SECRETARY	Serena Lonton Mashala, Ilton, Ilminster TA19 9HL 01460 52519 memsec@tgam.org.uk
CHIEF OBSERVER	Bill Coltham Field Cottage, Smallridge, Axminster EX13 7LY 01297 631818 cso@tgam.org.uk
TRAINING OFFICER	Alan Thomson The Nook, Kingstone, Ilminster TA19 0NS 01460 55919 cmat@tgam.org.uk
NEWSLETTER EDITOR	John Gilbert The Coach House, Stockland Bristol, Bridgwater TA5 2QA 01278 651222 ed@tgam.org.uk
COMMITTEE MEMBER	Faye Markham 41 Calvados Road, Taunton TA1 2LA 01823 338171 cmfm@tgam.org.uk
COMMITTEE MEMBER	Tony Hucker Sunnymead, Enmore TA5 2AJ 01278 451565 cmth@tgam.org.uk

Committee meetings (for Committee Members ONLY) are held bimonthly at 7:30pm on the second Thursday of the month at Hatch Beauchamp Village Hall. If, as a Group Member, you need to raise any issue at Committee level, then please feel free to contact any Committee Member to put your views to the next Committee Meeting.

The Contents

Cover	Photo: Keith Portsmore's 1935 MG NA Magnette Faux Cabriolet arriving for TGAM's Classic Car Evening
2	Photo Gallery – TGAM's Classic Car Evening
3	Photo: Rina Cameron, our 1st F1RST Register member
4	The Committee
6	Editorial
8	From the President
10	From the Chairman
12	'Straight On'
15	Group Observers
16	Members' Pages
18	The Calendar
19	TGAM 30 th Anniversary Lunch
20	Members' Meeting , 18 th May – Bloodhound SSC
22	Members' Meeting , 15 th June – Classic Car Evening
25	Members' Meeting , 20 th July – Bread making
27	Members' Meeting , 17 th August – IAM Affairs
28	Exotic Car Day
32	Adrenalin Day
34	Advertisement
35	British Grand Prix
38	Are you Over "Tyred" when you drive?
40	Would you rather pay £20 or £1000?
42	California Dreaming - Part 3
45	From IAM HQ - Insurance
46	Meet Your Committee Member – Alan Thomson
47	Photo Gallery - TGAM's Classic Car Evening

ADVERTISING RATES:

Commercial Ads:

Full page (Portrait)	£10.00
Hall page (Landscape)	£7.50
Quarter Page (Portrait)	£5.00
Small ads:	£1.00 per line

Members' Personal Ads:

Full page	£3.00
Hall page	£1.50
Quarter Page	£0.75
Small ads:	Free

The Editorial

**By John Gilbert, BSc(Hons),MRAeS,CEng
Newsletter Editor**



"...Congratulations to Rina Cameron, TGAM's first
F1RST Register member..."

BLUES AND TWOS!

You may notice some modest changes to the format of this edition of the newsletter. I do try to apply what we used to call in the office a process of continuous improvement in order to make our newsletter as enjoyable to read as possible. Hopefully you will find this edition cleaner and more modern looking than before. I have to thank Bill Coltham for the inspiration for some of these changes – Bill is constantly keeping me on my toes! However I am always interested in members' views so do please let me know of any changes that you would like to see incorporated into your newsletter.

One exciting piece of news since our last edition is that Rina Cameron has now been confirmed as a member of the F1RST Register, a very elite group of Advanced Motorists who passed their test either with 1s ("Excellent") in all 27 categories or with not more than two 2s ("Good") in certain categories. Rina is the first member of the Taunton group to achieve that accolade. By the way, she would like you to know that she does not require you to bow when she enters the room.

Probably my most exciting experience since the last edition was participating in Avon & Somerset Constabulary's Ride Along Scheme. This scheme gives the public the opportunity to observe the police at work at first hand. Naturally my main interest was in driving so I was assigned to the Road Policing Unit. On my arrival at Taunton Police Station at 4pm on a Thursday evening Mark Evenden, a 29 year police veteran, collected me from reception and took me to his office area.

For the next half hour or so Mark described the organization of the Avon & Somerset constabulary, the area it served, and the duties of the Road Policing Unit. He also showed me the equipment that road policing officers carry.

Then it was out to the yard to collect our transport for the evening, a very beautiful unmarked BMW 5-series diesel capable of 155 mph. Mark checked the car over and then calibrated his laser gun which has to be done before every shift. Our first assignment for the evening

was to monitor the whereabouts of a group of travellers who had been evicted from a field in Bridgwater, but first we had to calibrate the equipment that is used to measure the speed of other vehicles.

For the rest of the shift we were involved in trying to find two vehicles which were being used for illegal purposes, but without success. Mark also apprehended two drivers, one for speeding on the M5 and the other for using a hand held mobile phone while driving in Wellington. While we were there Mark was asked whether he could attend a road traffic collision (RTC) in Yeovil where he would be the scene manager. He accepted so it was off to Yeovil at high speed on blues and twos, certainly the highlight of the evening as we roared along the M5 at 125 mph and then forced our way through heavy traffic on the A358 at 90 mph.

I really don't have the space available for a full description of this fascinating evening in this issue but will hopefully write it up for the winter edition. However I did just want to mention how very well I was treated by all of the police officers I met who all included me fully in whatever was taking place as though I was one of them. I also wanted to commend Mark Evenden on his absolute professionalism, politeness and exceptional driving skills. Despite some recent occurrences we really do have the finest police force in the world. I would like to thoroughly recommend this wonderful programme to any of you who have the slightest interest in seeing how the police operate at first hand. You can find out more or apply directly at the following web site: <http://www.avonandsomerset.police.uk/localpages/RAS/>

Finally, I am always appealing to members to send in photos suitable for publication in the newsletter and, as a result, the photo on the right arrived on the Editor's desk. It shows member Grace England's great grandson Felix. One cannot help but wonder what driving will be like when this young man takes to the roads as TGAM approaches its half century. Will all cars be under automatic control by then making the IAM redundant?



From the President

By John Pentney, M.A.
President

"...it seems to me that the IAM's 200+ regional groups throughout Britain well exemplify 'Big Society' values..."



THE 'BIG SOCIETY'

During the currency of this issue of the Newsletter, the Taunton Group will be proudly celebrating its 30th anniversary as a free-standing IAM regional group. We began life as a sub-group of Exeter but grew sufficiently strongly to gain independence three decades ago. This milestone anniversary is being celebrated at a lunch at Oake Manor Golf Club on 1 October. Unfortunately, I shall be unable to attend this event as my wife and I will be staying in Amsterdam for just over a week which coincides with our own 30th wedding anniversary. This was booked just before the Committee decided on the 1 October date which is as close as possible to being exactly 30 years since we became a full group. Also, I recently celebrated a big birthday, a multiple of 30 (no...not 90!), which qualifies me for a Senior Railcard; but it seems I shall have to wait until November next year before I become entitled to a free bus pass.

Since the present government was formed last year, we have heard a lot about the 'Big Society', though few in government seem to be certain as to precisely what this means in practice. However, it does seem to mean an emphasis on voluntary effort and localism directed for the good of local communities. The more cynical pundits have dismissed the idea as being a cover for cuts in local services, so that charitable groups have to take over an increasing share of functions once performed by local authorities or the NHS.

One might suppose that there was something new about voluntary organizations, but they have long been a feature of British society working in all sorts of worthy activities. So in a sense, the idea of the 'Big Society' can be seen as an attempt to re-invent the wheel. But setting cynicism aside, it seems to me that the IAM's 200+ regional groups throughout Britain well exemplify 'Big Society' values. After all, apart from the relatively few paid HQ staff in London, the IAM is utterly dependent upon the volunteers who serve on group committees in various capacities and above all those who train and qualify as

Observers. It is the group Observers who put into effect the whole purpose of the IAM, namely the promotion of road safety by guiding aspiring advanced drivers and riders to raise their skills to a higher level. These enhanced skills are formally recognized by success in passing the IAM's advanced driving test. Quiet satisfaction in aiding this process towards safer roads is the only reward sought by the army of IAM volunteers nationwide.

So for over half a century, the IAM has encapsulated the best values of the voluntary sector. We supplement the road safety functions discharged by local authority road safety units and traffic police; and moreover, we are financially self-supporting apart from any small grants from local authorities.

Therefore, on 1 October the Taunton Group can proudly look back with satisfaction on three decades of very real achievement which has resulted in many dozens of local people becoming safer drivers. The very high advanced test pass rate achieved by those guided by our group Observers testifies to the very high level of professionalism we attain. And, of course, we must look forward to continuing in the same vein for as long as motor travel depends upon active driver input.



The 'Big Society' (Photo by John Gilbert)

Finally, I must mention the social aspects of the Group – many of us have formed firm and lasting friendships through our active participation in the Taunton Group of Advanced Motorists. The 'Big Society' indeed.

From the Chairman

By Kevin G. Grose
Chairman



"...the IAM now offers a much wider choice of various programs or courses for anyone who wants to improve their driving/riding skills..."

DIRECT FROM THE DRIVING SEAT...OR CHAIR, MAN!

So, what is happening in our "advanced driving world"? Well, firstly there's our 30th Anniversary Luncheon being held at Oake Manor Golf Club on Saturday 1st October 2011 (12:00 noon for 12:30 sitting) - details enclosed and on our website. Now, due to some past comments over a limited meal choice, we have decided to offer more choice but if you have more choice, you have more cost, so I hope you will appreciate our efforts to satisfy the majority along with the increased costs. We look forward to seeing as many of you as possible that can attend on the day - remember, we can only celebrate our 30th Anniversary once - there's no second chance!

Whilst on the subject of increased costs - we, as a Committee have decided to now meet on a bi-monthly basis so that we have effectively halved our Committee Meeting costs; halved our travelling time and halved our attendance time which, if you believe all this Government induced money making rubbish about "our carbon footprint", then we will have halved our alleged imprint straight away! However, due to the wonderful email facilities and the fact that the majority of the Committee are always present at our Members' Evenings, there will be no lack of input from your Group Committee in dealing with any interim issues or matters that may arise between official Committee Meetings. Please remember that your Committee are completely unpaid dedicated volunteers who unofficially fund a considerable amount of some of the Group tasks from their own pockets without looking for recompense - time is money and so is any travelling, very little is for free these days.

Cars - more choice, more cost. If you want a vehicle with all the extras, it is bound to cost more. However, if you shop around, it is surprising what vehicles are out there at the moment for very little money but are extremely well equipped with a huge bundle of stuff. BUT be warned - what you may save on the initial cost may be lost in extra excise tax and increased insurance costs - again, more choice,

more cost – so if you do your sums correctly, you may still save a vast amount of money and still have a vast choice of extras as well. There are so many vehicles for sale at the moment and so many on very special deals – look around; do the sums and make your choice, but beware – some choices can really cost!

Nothing is for FREE in this world – well, our excellent Members' Evenings are – FREE parking, FREE entry, FREE advice, FREE tea, coffee, biscuits – sometimes even cakes, FREE talk/presentation/quiz, FREE leaflets, posters, IAM stuff...it's all FREE, so please make full use of this excellent benefit twelve times a year, once a month, every month, every third Wednesday of the month – it's FREE, bring your family, bring your friends, bring your neighbours – it's FREE to all who attend and you do not even have to be a Member – just pop along if you are FREE!

Moving on – choice and costs – I have attended two excellent events at Haynes Motor Museum – my choice at my cost; time, travel, coffees, ice creams...! I have helped out the Camelot Group to promote the IAM message to the general public who were visiting on those particular days – read all about it elsewhere in this edition.

More choice, more costs – we are having to increase our annual Taunton Group subscription but only to our FULL Members as we feel we need to encourage as many Associates as possible and therefore, your Committee decided not to increase the annual fee to Associates. There has not been an increase for many, many years and the Taunton Group has remained one of the cheapest, if not the cheapest IAM Group to belong to – many other Groups require £10.00 to £25.00 to remain a FULL Member so we will still be one of the cheapest when the fee rises to £7.50 for FULL Members only. I know we will lose a few members because of this extra cost – which is a great shame, because you will still have more choices with this group...even with the extra cost – twelve FREE Members' Evenings, four FREE excellent newsletters, FREE advice...(see previous paragraph about FREE stuff...)...you know the rest!

Yet more choice with more costs – we now take adverts in our Newsletter – your choice and a variety of costs – good innit!

Even more choice and yet this time, no costs – did you come along to the Bread Making Evening in July? This was a very different choice for our members and it appeared everybody really enjoyed it.

Lastly, the IAM now offers a much wider choice of various programs or courses for anyone who wants to improve their driving/riding skills. You now have more choice and more cost - £15 to £460 to choose from, bicycle to performance car (long term or intensive), your choice, for a cost – it's what everybody wants from us (you keep telling us), now make your choice and please don't complain about the cost as...CHOICE CAN COST! Thank you.

'Straight On'

By Bill Coltham
Chief Observer

"...thanks to all those guys and gals who are our hard working Observers and who re-elected me as their Chief Observer..."



Hold on there! We're not going for the Senior Observer badge in choppers, although when in the police I spent many unhappy hours being sick as we swooped heroically around the Kent skies looking for a spot to drop in and have some breakfast. So, to complete the picture, here is the breakfast, first time around!



What I did want to highlight, though, are the large number of events around our counties, Devon, and Somerset, being held this time of year to raise funds for the Air Ambulances. What a great job they do, and how much we might need them, hopefully never, but in our game we do get to see how things can change in an instance on the road.

THANKS Guys.



Dorset &
Somerset Air
Ambulance's
Eurocopter
EC135T2
helicopter
(Courtesy of
Tracy
Bartram of
Dorset &
Somerset Air
Ambulance)

Actually, this breakfast was a reward for getting up early and visiting Thruxton with a TGAM colleague recently, to watch the practice sessions of the Superbikes. What a day, and seeing the fellers, and gals, getting their knees down on the corners was something else. The riding was spectacular too.



Photo by Bill Coltham

Up and onwards as they say, and I promised a riveting article on the modern delights of Park Assist in the last Newsletter. So here goes.

Park Assist- the VW way of doing it.

SO what is it, apart from a lazy way of hitting someone else's car when doing a parallel park?

It should help the driver when reverse parking into a suitable parking space, parallel on the road. The space can be between two other vehicles or just one. It cannot be used if towing a trailer.

The Park Assist system orientates itself around parked vehicles or other objects. And how does it detect objects that it has to miss? The front and rear parking sensors are complimented by two side sensors, placed by the front wheel arches.

Now for it.

- Drive in town looking for a suitable parking space.
- Press a PA button on the dash at any speed up to 30 mph.
- When you find the spot put on the indicator for the side of the road you wish to park.
- Drive past the space between 7 and 20mph, at a distance of about 2 to 4 feet from the other cars.
- The Park Assist display will indicate you are in a suitable place, see the photo (continued on next page).



Photo from Volkswagen Handbook

- Stop the car - and select Reverse.
- **TAKE YOUR HANDS OFF THE STEERING WHEEL!!!**
- Gently accelerate, now going backwards.
- The driver operates the accelerator, clutch (if you have one) gear shift and brake.
- The car steers itself, the wheel spinning madly - how strange.
- You change gear forwards to back if you need to and the car positions itself.

One can stop the whole thing if you operate the steering wheel yourself at any time, or the speed is higher than about 4mph - it all turns itself off.

So is it any good? Yes, it's a wow! Sitting there and feeling useless is strangely satisfying (men know what I mean!) and watching the steering wheel spin frantically by itself and getting it right is fantastic. Learning where to stop for the right place to park and turn is a spin off and my parking seems to be 'more right' most of the time.

And has Sue, my wife had a go yet? You guess, and no prizes for getting it right! But I am working on her. **Would** I buy it if it hadn't come as a free option? No, not a chance - but it is fun!!

A final thanks to all those guys and gals who are our hard working Observers and who re-elected me as their Chief Observer on 1st August. Support, problem sorting and help seem to be the most often request to me from them, but they also need yours too.

Every one of them is allocated to an Associate with very few days off a year so the three Trainee Observers we have going through their training and now testing are joining a very skilled and valued team.

Do you want to have a go sometime? Then have a chat with me or Alan Thomson, our Training Officer.

(Sometimes I wonder if anyone other than the contributors actually reads this newsletter. Of course you do, but just to check, anyone who manages to collar me at the Members' Evening at Hatch Beauchamp immediately following their receipt of this Newsletter, and says the word 'Park Assist', followed by an in depth explanation of the IAM System of Driving will receive a bottle of wine. There, you can't be fairer than that. (Not open to committee members!) I'll report who won it in the next Newsletter.

Keep enjoying your driving....

Group Observers

CHIEF OBSERVER	Bill Coltham (01297 631818)	
	TEAM WEST	TEAM EAST
TEAM LEADERS	Colin White (01823 257196)	Alan Thomson (01460 55919)
SENIOR OBSERVERS	Bill Coltham Colin White	
TRAINEE SENIOR OBSERVERS		Alan Thomson John Gilbert
OBSERVERS	Guy Denton Kevin Grose Tony Hucker Faye Markham Russ Williams	Ron Holdom Janet Loader John Pentney Steve Selby (PAUSED) Allan Wellwood

Group Observers must be fully paid up Taunton Group Members AND fully paid up National IAM members at ALL times to carry out your vital Observer roles. There are NO exceptions. You must always check that your Associate has an up to date membership card before departing on any observed drives. Please try to make and maintain contact with your new Associates, and listen to any concerns or fears they may have. When Associates pass their Advanced Driving Test, PLEASE inform your Team Leader as soon as possible as we have a duty to keep accurate and up to date records. All new Associate Members are normally teamed up with a conveniently placed Observer. If you have or encounter any problems please contact our Chief Observer, Bill Coltham, or the Group Chairman.

--- TGAM & LOCAL DRIVING INSTRUCTORS

The following IAM & TGAM members are Driving Standards Agency/ Approved Driving Instructors:

Guy Denton 01984 633467 also a TGAM Qualified Observer
Tudor Humphreys 01823 277353
Nigel Steady 01278 722944

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM & TGAM Full Member Driving Instructors wish to be on the above list, then please contact the Group Secretary or the Newsletter Editor. (Note: You MUST remain FULL IAM & TGAM members at all times.)

Members' Pages

By Serena Lonton
Membership Secretary

"...We do hope you will all continue to support the Group, and thank you for your continued support..."



MEMBERSHIP MATTERS

Yes, it has come around again! Subscriptions are now due for the year commencing 1st October 2011. If you joined TGAM **before** 1st November 2010, the fees are £7.50 for Full Members (i.e. you have passed the IAM Test and are a fully paid up national IAM member), or £10.00 for Associate Members (i.e. you have not yet passed the IAM Test).

If you joined Taunton Group **on or after** 1st November 2010 on the Skill for Life programme, you will be pleased to know that your subscription for this coming year is covered by your initial payment when you first enrolled. Please check your Group membership card if you are not sure. Please contact me if you have any queries.

We look forward to receiving subscriptions from those of you who are due to renew now. Please send these as soon as possible to me. An addressed envelope has been enclosed for your convenience.

If for any reason you are not renewing your membership, please let me know as early as possible as this will save the cost of stationery and postage in sending reminders.

We do hope you will all continue to support the Group, and thank you for your continued support.

Finally, we must stress again that if your subscription is not paid you may **not** be covered for Insurance. Those renewing as full members **must** also be fully paid-up national IAM members.

This particularly applies to Observers, who are strictly forbidden to take an Associate out on a drive if this is not complied with.

Observers must also always check that their Associate has an up-to-date membership card before departing for a drive.

Many thanks and happy motoring.

THE MEMBERSHIP REGISTER

THE following have recently joined the group. We hope you enjoy your association with the Taunton Group and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>LEVEL</u>
Adrian Smith	Taunton	Associate
Brian Buzzard	Bradford-on-Tone	Associate
Nicholas Tapp	Watchet	Associate
Ruth Bradley	Bradfield, Devon	Associate
Robert Cartman	Wootton Courtenay	Associate

ADVANCED DRIVING TEST PASSES

CONGRATULATIONS to the following who have recently passed their Advanced Driving Tests.

	<u>OBSERVED BY</u>
Russell Pearce	John Gilbert
David Horne	Bill Coltham

NOTE: If you have passed the test recently but your name is not on the above list please make sure that you inform Serena Lonton, the Membership Secretary. We would like to present successful candidates with their pass certificates at one of our Members' Evenings.

DE MORTUIS – John (Don) Miles

It was with great sadness that I heard of the death of TGAM Full Member John Miles on 1st February, 2011. Don was my third Associate and he put in a vast amount of effort to pass the Advanced Driving Test. His charming wife, June, later told me how very much more relaxed she was when driving with Don after he had passed his test. Knowing this gave me a great deal of satisfaction in the job that we do as Observers.

Don and June continued to be regular attendees at our Monthly Members' Meetings until Don's illness caught up with him. I will always remember Don for his great sense of humour, and his great desire to improve his driving for June.

JWG

SEPTEMBER MEMBERS' EVENING

Presents

ELECTRONIC GIZMOS

**Wednesday, 21st September at 7:30 pm
at Hatch Beauchamp Village Hall**

The Calendar

All displays, events and talks, etc., are open to you as Members, your family and friends. We welcome as many new faces as possible to come and join us. We endeavour to make sure that full details are made available in each Newsletter. The latest news on events can be found on the Events page of the Group Website at www.tgam.org.uk or by contacting any of the Committee Members.

MEMBERS' EVENINGS ARE HELD EVERY THIRD WEDNESDAY OF THE MONTH AT HATCH BEAUCHAMP VILLAGE HALL, TA3 6SG, AND ARE OPEN TO ALL MEMBERS AND THEIR FAMILY, FRIENDS AND NEIGHBOURS, FROM 7:30 PM TO 9:30 PM.
POP ALONG AND SEE WHAT WE ARE ALL ABOUT OR HAVE A LOOK ON: www.tgam.org.uk

SEPTEMBER

8	Th	7:30 pm	Committee Meeting (Committee Members only)
20	Tu	7:30 pm	Inter Group Quiz at Weston super Mare
21	W	7:30 pm	Members' Evening – Electronic Gizmos

OCTOBER

1	Sa		30 th Anniversary Luncheon at Oake Manor
18	Tu		IAM Track based Skills Day at Silverstone
19	W	7:30 pm	TGAM Annual General Meeting

NOVEMBER

10	Th	7:30 pm	Committee Meeting (Committee Members only)
16	W	7:30 pm	Members' Evening – Andy Mayes on HGVs Part 2

DECEMBER

3	Sa	Noon	Christmas Luncheon at Oake Manor Golf Club
21	W	7:30 pm	Members' Evening

JANUARY 2012

12	Th	7:30 pm	Committee Meeting (Committee Members only)
18	W	7:30 pm	Members' Evening

FEBRUARY

15	W	7:30 pm	Members' Evening
----	---	---------	------------------

MARCH

8	Th	7:30 pm	Committee Meeting (Committee Members only)
21	W	7:30 pm	Members' Evening



NOW...

**...COME TO THE THIRTIETH
ANNIVERSARY OF THE
TAUNTON GROUP OF
ADVANCED MOTORISTS**

1981 - - - 2011



**Saturday, 1st October
at Oake Manor Golf Club**

Members' Evening

By John Gilbert
Newsletter Editor

18th MAY – BLOODHOUND SSC

Before introducing the evening's speaker, Chairman Kevin Grose updated the group with some news items. Firstly he commented that all recent traffic surveys were showing that traffic volume had decreased by about 25% overall no doubt due to the increase in the price of fuel and the economic situation. He then reported on the IAM's introduction of the F1RST Register, an elite club for which only those who pass the Advanced Driving Test with 1s in all categories (actually two 2s are also allowed) would qualify. Drivers can try to qualify as many times as they like but there would be a cost for each attempt. Finally, a survey amongst cyclists revealed that 30% of them would not consider wearing a helmet, and 10% would give up cycling if they were forced to do so.

Kevin then introduced Martin Evans, our speaker for the evening. Martin works as a Bloodhound Ambassador, an unpaid volunteer position in the organisation. He also just happens to be an IAM member and is a Senior Observer with the Bristol Group and also acts as their Secretary. Ambassadors are trained to educate teachers, students and the general public on the project. If you are interested in becoming an Ambassador contact Jonathan Ellis at jonathan.ellis@bloodhoundssc.com.

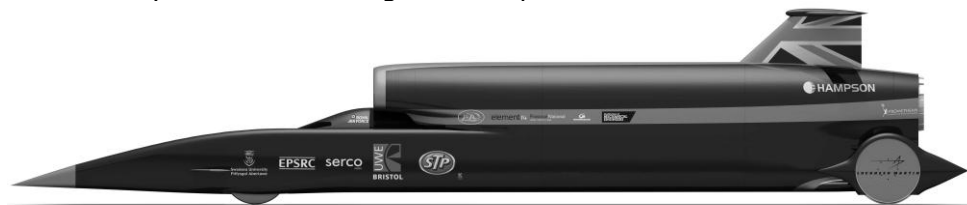


Martin Evans

Martin started his presentation by showing a video on the project. Then followed some astounding facts and figures. During the acceleration from zero to 1000 mph in 42 sec the driver will experience a maximum longitudinal g force of 2.5g, and 3g during deceleration. The car has been designed to reach a maximum speed of 1050 mph so that the target of 1000 mph can be achieved.

Next Martin addressed a question which may have been on many minds; why would anyone want to drive a car at over 1000 mph? The main reason for the project is that Richard Noble is very keen to inspire young people and to get them interested in science, technology, engineering and mathematics. In the US NASA's activities created a

mushrooming of interest in those subjects. Bloodhound Ambassadors visit schools and do something fun to do with science, technology, engineering or maths and 400 schools have signed on to the programme. Another reason is, of course, to ensure that the UK is the first country to break that significant speed.



Imaging by Hywel Vaughan

BLOODHOUND SSC modelled in NX

SIEMENS

Bloodhound SSC (Images originated by Curventa and Siemens)

Next followed a brief discussion of the history of the Land Speed Record, starting in 1898 with a speed of 39 mph by a French electric car driven by Gaston de Chasseloup-Laubat. The record was then held by a variety of countries until 1924. From that year, however, Britain dominated mainly through the efforts of Sir Malcolm Campbell and John Cobb until 1964 when Donald Campbell broke the 400 mph mark for the first time in Bluebird, a wheel driven, piston engine powered machine. The current Land Speed Record was set at Black Rock Desert, USA, in 1997 at a speed of 763 mph, just over the speed of sound. The car was ThrustSSC and the driver was Andy Green who will also be driving Bloodhound SSC. Wing Commander Green was a Royal Air Force pilot flying Phantoms and Tornados and also captained the RAF toboggan team.

Martin's excellent presentation ended with a discussion of the costs of the project, the plans for the record attempt and some details of the team's competitors. It will cost 12m pounds to build the car, cheap at the price considering Ferrari spends 12m pounds at every race. The car has the power of 180 formula one cars. There are 20 mostly full time design engineers working on the project. The Nevada Desert is not big enough for the record attempt so it will be made at Hakskeen Pan, an inland mud beach in South Africa measuring 12 miles by 3 miles. It is incredibly flat, a variation of only 6.1 cm being measured over a two kilometre length. Hopefully the record attempt will be made in 2012 so stay tuned.



Imaging by Curventa

BLOODHOUND SSC modelled in NX

SIEMENS

Members' Evening

By John Gilbert
Newsletter Editor

15th JUNE – CLASSIC CAR EVENING

As has now become a tradition, the group held its annual Classic Car Evening at its June meeting. The star of the evening this year, and the first arrival, was the 1935 vintage MG NA Midget Faux Cabriolet owned by Keith Portsmore who drove it in from Winsham (see photos on the front cover). The MG N series cars were manufactured between early 1934 and late 1936, a total of 738 cars of the NA, NB and ND Midgets being produced. They were available as two seat or four seat convertibles or in a special Airline coupé fastback version with a body built by H. W. Allingham of London. However Keith's special bodied Midget was fitted with an Irish built body. The car would have been exported to Ireland as a chassis from the plant at Abingdon and fitted with the body built by an Irish coachbuilder. The first owner was a doctor who owned the car for about 30 years. The second owner was an Irish publican who took the car apart in his saloon bar. Keith saw the car advertised and restored it between 1996 and 2004. The car is equipped with a 1286 cc overhead camshaft six cylinder engine which normally developed 58 bhp. However this car is equipped with a supercharger and a single 1-5/8 in. SU carburettor which raises the output to 85 bhp.



Dean Bowden's 2000 model Porsche Boxster S

Another MG on show was the 1972 MGB owned by Andy Kingston (see photo inside back cover). Except for the replacement of one door and a sill the car was original, and was equipped with overdrive on third and fourth gears. Andy had earlier displayed his green Triumph TR5 but took that away and soon returned with his immaculate MGB.

The 1999 model Fiat Coupe 20V Turbo was brought along by our webmaster, Paul Willit of Taunton, who purchased it a couple of years ago. The car only has 37000 miles on the clock. When this model first came out it was the world's most powerful front wheel drive car at 225 bhp. This model was built by Pininfarina with an interior built by Fiat, the body design being by Chris Bangle who later, famously, designed a new range of BMW models with the sculpted look.

Another more modern sports car on show was the 2000 model Porsche Boxster S powered by a 3.2 litre flat six. The car had 78000 miles on the clock. The owner, Dean Bowden, commented that its powerful rear engine makes it quite interesting to drive in the wet. Dean, by the way is a Sales Manager at Taunton Jaguar, from whom our Observer, Tony Hucker, recently purchased his beautiful Jaguar XF Turbo Diesel which was also in the line up.



David Walton's
Kawasaki



Peter Morgan's 1957 BSA
A10 Golden Flash

Motor bike fans were not left out, there were two bikes in the line up. Peter Morgan of Ilminster, who brought his magnificent Morgan to last year's classic car evening, rode in on his 1957 BSA A10 Golden Flash powered by a 650cc twin. It was originally a sidecar version but

was later equipped with plunger rear suspension. Peter has owned the bike since 1988 and it has been rebuilt a couple of times since then. Joining it on the line up was David Walton's Kawasaki.



Brian Howe's Renault 5TL



Kevin Grose's Opel Manta



Jeff Worby's MX-5



Tony Hucker's Jaguar XF

Some old friends from previous years included Brian Howe's 1108cc Renault 5TL 4-door, who just squeaked in after having some body work completed that very evening, the Mazda MX-5s of Membership Secretary, Serena Lonton of Ilton and Trainee Observer Jeff Worby of Othery and Chairman Kevin Grose's 1984 Opel Manta. A welcome addition to the line up was Observer Tony Hucker's beautiful brand new Jaguar XF Turbo Diesel, a classic for the next generation.

**MAKE A NOTE IN YOUR
DIARY!
30TH ANNIVERSARY LUNCH
SATURDAY, 1ST OCTOBER
OAKE MANOR GOLF CLUB**

Members' Evening

By John Gilbert
Newsletter Editor

20th JULY – BREAD MAKING

Occasionally the topic of our Members' Evenings is not driving. We do, from time to time, feature one of our members and their particular skills, interests or experiences. So it was at our July meeting when Associate Member Paul Youd entertained us with a bread making demonstration.

Paul has three passions; bread making, teaching and kids. He is a freelance educator specialising in bread making and tutors groups of adults with learning disabilities, families, and children. He does evening classes, birthday parties, bread making weekends and team building workshops. He tutors in care homes, residential and nursing homes, day centres, community schools, B&Bs, or even in your own kitchen with a group of friends.

After some discussion of his bread making activities and bread making equipment Paul asked for a volunteer from the audience, preferably someone who had not made bread before. Member Jude

Hammon's husband, Keith, gamely stepped forward. While Paul listed the ingredients for the bread, Keith donned an apron and prepared to get to work. Keith then mixed the plain dough for bread rolls while Paul made some fruit dough which would be used to make some Chelsea buns. Keith then rolled the bread dough into various shapes (see photo on the next page) with very impressive results. Once completed Paul and Keith both rolled out the fruit dough and shaped it into Chelsea buns.



Paul at work helped by volunteer
Keith Hammon



Keith's rolls before baking

While Paul and Keith were baking the rolls Kevin Grose presented the latest TGAM news. This was followed by some useful comments from member Brian Howe. Brian recommended that drivers switch on their headlights when in deep shadow so that they are seen by approaching drivers who may be in bright sunlight.

Finally it was time to enjoy the fruits of Keith's labours with a cup of tea or coffee and, not surprisingly, the bread did not last long. Shown below is a description of the evening which Paul entered on his internet blog.

"In the evening I did a bread demonstration for my local branch of the Institute of Advanced Motorists, of which I'm an associate member. I asked for a beginner from the audience to come up and make some bread alongside me - and Keith kindly volunteered.

My aim was to show that anyone could make bread, so I got him to measure a mug of flour, 1/4 tsp of salt, 1/3 mug water and a teaspoon of yeast into a bowl. While he was doing that I made a fruit dough, intending to make enough Chelsea buns for everyone.

Keith made half a dozen rolls which we put to one side. I divided the fruit dough into two and we both rolled out a large rectangle and shaped the Chelsea buns. Whilst doing that I pointed out that this mix would make a batch of spicy fruit buns, or hot cross buns. It could also be turned into a fruit loaf or a German apple cake or a Swedish tea ring - or, covered with grapes it could be a schiacciata con l'uva.

After a little bit about how I came into teaching breadmaking and a short Q&A session I went out to the kitchen to bake the bread. Once the business part of the meeting was over, the buns and rolls were ready to accompany the tea and coffee."

A few days later Paul received an e-mail from Keith describing the results of his efforts at bread making at home using yeast from Sainsburys and inspiration from Paul. He admitted to having made bread before but this was his best result yet. He also made some Chelsea buns. For more information on bread making see Paul's website at <http://nobreadisanisland.blogspot.com/>



Keith's homemade bread

Members' Evening

By John Gilbert
Newsletter Editor

17th AUGUST – IAM AFFAIRS

The meeting was opened by our Chairman, Kevin Grose with the latest TGAM news. The first item was that a notice board had been donated to the group which Kevin had renovated and was already being used to post notices at our meetings. Next was an announcement that Bill Coltham had been elected as Chief Observer by our Observer team with a vote of 80%. Finally Kevin announced that the original speaker for the evening's meeting, Richard Furneaux, was unfortunately unable to attend at the last minute but that Andy Poulton, the IAM S.W. region Staff Examiner, had kindly agreed to step into the breach.

Andy opened with a few personal details. He was previously an instructor with the Police Force at Devizes. Since 1986 he has been working with the IAM as an examiner three days a week.

His presentation took the form of a PowerPoint presentation which has recently been completed by the IAM on the subject of Customer Service and Quality. After a general introduction the section discussed what was called the IAM Difference. The intention is to make the IAM the premier organisation in road safety and the first organisation that would jump into anyone's mind when the subject of road safety is raised.



Andy makes a point

Next came a discussion of Customer Satisfaction and measures that the IAM plan to take to improve it. The final topic to be covered was SkillforLife Quality Standards at both group and headquarter levels. This concerned defining a level of service which would, for example, minimize waiting times, a standard which we have probably already instituted in TGAM under Bill Coltham's capable leadership. All in all a very interesting evening covering a, perhaps, rather dry topic made most enjoyable by Andy's inimitable style of delivery.

EXOTIC CAR DAY AT HAYNES MOTOR MUSEUM

By Kevin G. Grose
Chairman

We were recently approached by our local neighbouring Camelot Group if anyone could attend and help out with four events being held over the summer months, at the brilliant Haynes Motor Museum in Sparkford, Somerset, so I attended the Exotic Cars Day event on July 3rd and what a day it was – scorching sunshine, cloudless sky and very, very hot.



The IAM stall (Photo by Kevin Grose)

When I arrived, Camelot's stall and display was already up and running. After a quick chat and a coffee, we then decided on a twofold attack plan – a manned stall whilst others intermingled with the crowd intending to make sure that everybody left with at least an IAM leaflet in their hands.

Right, exotic cars – what exactly are they? Well, Jaguars, Aston Martins, Rolls Royce, Americana (Mustangs, Cords, Vipers, etc) usually all fit the bill respectively but what about a 1970's Ford Mexico...1960s Triumph Special...1950s MG – exotic? Well, yes and no depending on personal taste but they are ALL different and entertaining to our commonly used "euro boxes" that most people drive now. All the exotic cars being displayed here today have character – something very sadly missing from virtually every car made from the 1990's onwards. All modern cars are very clinical, identical, lack emotion and completely devoid of any character whatsoever – they all look the same, drive the same, that's it!

Anyway, moving on – I arrived in my "classic" Opel Manta GT/S Auto and being cheeky, drove straight into the Exotic Cars parking area where I was politely informed that, "NO...I couldn't park "that" in between the Aston Martin's, just to annoy them!" So, I was relegated to the green field car park so that my Manta was out of sight for all to see. Bl**dy cheek...they obviously did not know that MY Manta is the only

remaining 1984 GT/S Automatic Manta in the whole of the UK – there are only 5 GT/S Automatics left full stop in the UK, but mine is the ONLY 1984 model left (and that's official)!

They're a whole lot rarer and maybe more "exotic" than your average Aston! No worries, many other Haynes Museum official helpers and the lovely general public passed loads of complimentary comments about the Manta and how you don't see them on the roads anymore. Now, apart from the exotica display, Haynes had arranged several other coinciding events – the Southern Subaru Club; the Southern Drifters Club and the Subaru Drift Team – who amongst themselves displayed throughout the whole day, a fine level of vehicles being driven way past their normal limits, by "drifting" and sliding around the Haynes Museum race track circuit, time and time again, usually until their rear tyres burst and completely disintegrated. You know when you watch something close up for the first time and you think this is utterly brilliant and it can't get any better – well, it did – twice!



Exotic car line up – not a Manta in sight! (Photo by Kevin Grose)

First up – the Subarus with that lovely throaty exhaust rumble, casually warming up on a few slow(ish) circuits, then wallop, drop a few gears, floor the accelerator, throw the car into the first bend, the rear end drifts out, the tyres start to smoke, change direction, next bend – do exactly the same again, straighten out, next bend, start all over again – very, VERY entertaining. 5 – 6 circuits later, cars burble off to the pits for a check over, some maintenance and normally a set of rear tyres!

Next up – a pair of older 3 Series BMWs – wow, more noise, more tyre smoking, longer drifts – much more entertaining – surely, this can't get any better...but, oh YES it did! A very quiet, slightly tatty

looking purple coloured Nissan Skyline gently wheezed its way to the circuit and drove around a few times to warm everything up, then it happened – OMG (oh my God), ARMEGGEDON had arrived!

The rear tyres began to spin; the rear tyres began to smoke; the rear tyres continued to spin and smoke around the first corner, then the next...and then along the straight and then continued virtually around the whole length of the circuit...and completed many more circuits in the same vain until it was almost impossible to see the car or the circuit from the accumulated tyre smoke – the only visible signs of the car were the metre to two metre long ignited flames emitting occasionally from the enormous exhaust tailpipe – mark my words, this display really was something else to be witnessed at such a close range – it was phenomenal. This vehicle continued to do this time and time again – it never played up; it never miss fired; it never missed a beat; it never complained – talk about Jekyll and Hyde tendencies, definitely without doubt.



Drifting! (Photo by Kevin Grose)

The crowds absolutely loved it. Everybody walked away beaming from ear to ear like complete idiots; some in utter disbelief; some in a trance like disposition but ALL smiling and wide eyed no matter what age group...and then I thought, WHY? Why were all these people so happy, beaming and smiling like imbeciles? They had all just witnessed a very un-green, totally non ecofriendly, fossil gobbling, horrendously noisy vehicle shredding its tyres and polluting the atmosphere with

dust, rubber particles, acrid fumes and burning tyre smoke and yet, they were all happy – Why?

Had they completely lost their marbles? Had they all gone completely insane? NO – they had just engaged and witnessed for 5 – 10 minutes, an activity which was completely alien to their normal boring life and had thoroughly enjoyed it. In that short time, they had been released from the daily toil and humdrum of modern life and seen before their very own eyes what a motor car can really do when pushed way beyond normal permitted limits – pushed way beyond normal possible restraints under a controlled environment purely for their entertainment value – absolutely fantastic!

You may now think your Chairman had finally lost it – gone over the edge maybe, but no – this was truly one of those moments for a real “petrol head”, a car nut. I know because I too was one of those grinning imbeciles amongst the crowd. Absolutely fantastic entertainment value for all to see. I’m ok now and fully recovered.

Oh, by the way, we did also generate some interest in the IAM during the day – I wouldn’t want you to think I only went there for a free day’s entertainment – this really was a hard day’s work for a true “petrol headed, oil in the veins car nut”...but I did enjoy it!

Now where’s the Autotrader magazine - I must get a Nissan Skyline.

OCTOBER MEMBERS’ EVENING ANNUAL GENERAL MEETING

**Followed by a talk by
Caroline Holmes (IAM HQ)**

**Wednesday, 19th October at 7:30 pm
at Hatch Beauchamp Village Hall**

ADRENALIN DAY AT HAYNES MOTOR MUSEUM

By Kevin G. Grose
Chairman

Well folks, yours truly, along this time with TGAM Member Andy Mayes, attended again at the brilliant Haynes Motor Museum, at Sparkford, in Somerset for their Adrenalin Day Event on July 31st. We helped man the Camelot Group IAM stand and also wandered around talking about advanced driving and cars in general with the vast majority of the public masses that attended on that warm day.

We also had the "Drifters" there again – no, not the 70s singing group but a combination of Subaru, BMW and Nissan drifting cars that frequently filled the clear air with massive quantities of tyre and rubber smoke throughout the day – petrol head heaven! Also in attendance were the Somerset Road Policing Unit (RPU) headed by Dave Adams and his team; the Fire Brigade with support from various local stations; many local Police Community Support Officers; Orchard Mobility; etc., to name but a few.

However, the vast majority were "Adrenalin Junkies" – youngsters mainly with their tricked out cars displaying massive wheels; ultra low profile tyres; dustbin sized exhausts; banging sound systems; oh-so-low suspension set ups and even so much lower spoilers and various attachments – even a few had some "minor" engine modifications...I don't believe it, but this was THEIR day to show off.

Haynes also supplied many desirable Museum vehicles for paid rides up and down the local surrounding highways. There was a big B-B-Q available; the excellent restaurant; the main Museum complex – at this moment in time celebrating "50 years of the E type Jaguar" – if you have never been to Haynes Motor Museum, you do not know what you are missing – there is so much to see for all ages.



The IAM stall (Photo by Kevin Grose)

Anyway, after Andy had firstly completed the mobility scooter course, yours truly was commandeered to show his skills pitted against a serving Police Advanced Driver. Well, I didn't let our side down, completing the course with only one minor fault – at least I didn't knock or drive over the cones and bollards! This was an excellent insight to all those who have to use



Mobility scooter race (Photo by Kevin Grose)

such vehicles and the difficulties they may encounter in their normal life routine. Orchard Mobility (Anwar and Steve) also had various tricked out mobility scooters kitted out in a Police vehicle formats (see photos); Army issue with camouflage and many others – all very entertaining. Whilst there, Dave Adams (RPU) asked for our IAM help with the proposed “Adrenalin Attendees” competition to be held later in the day on the Museum racetrack.

After the majority of the day's proceedings, Mike Penn (Curator of the Museum) presented the Best of Show award involving 1st, 2nd and 3rd prizes. Then, with Ken Crane (W-S-M Group and Museum volunteer) roped in along with Andy (TGAM); Godfrey (Camelot) and myself; two serving Police Officers and a serving Community Police Officer, we all proceeded to the track to marshal the final event of the day. This involved a parallel park manoeuvre; slalom/chicane through cones; a cup of water/a cup with a stone exchange; reverse park into a garage; straight park into a garage; a STOP across a line and then the finish line. Due to the time and some other factors, we started out with about seven cars but by the time we finally got onto the track we only had four cars left. All four completed the first round with a few collecting some fails. Three were selected for the final round but unbeknown to them, some crafty and very devious marshals had lessened the gaps on three of the sections...and Mike Penn decided to run them all against a stopwatch as well - we soon had an overall winner!

In fact, I think we were all winners at the end of the day – the Museum for hosting such an event; the Police presence and involvement; the Fire Brigade input; the local Community Officers; the

"Drifters"; the Museum car rides; the Adrenalin Junkies; IAM combined Group effort; Mobility awareness, etc., and all the general public/car nuts/petrol heads/enthusiasts/etc., that attended on the day – we were ALL winners, leaving with a smile on our faces.

I extend my thanks to the Camelot Group (David, Godfrey, Richard, Mike and "Morgan Man"); Haynes Museum (Mike Penn and all his dedicated team); the Police (Dave Adams and all his gang) and all the other official attendees who supplied such wide and varied entertainment for the whole day – and thanks to Andy Mayes for all his help and input throughout the day, plus he got two FREE rides in my classic Manta as well – can't be bad! One last thing, no matter what all you may think – I do NOT need a mobility scooter just yet.

Thank you.

1981-2011 30 YEARS OF ROAD SAFETY TRAINING BY TGAM

Advertisement



Local Plumber

Punctual and Reliable
Little jobs undertaken, too
Understands customer service
Most parts carried, except for boiler parts
Both Oil and Gas registered
I always have your best interests at heart
Totally honest and CRB checked

Call Chris now on 01404 813141

**Closing Date for the
Winter, 2011 issue of
the TGAM Newsletter
is Sunday, 6th
November.**

**All contributions
would be very
welcome.**

**All items should be
sent to "The Editor"
at ed@tgam.org.uk or,
if you do not have
e-mail, by mail to
John Gilbert at
The Coach House,
Stockland Bristol,
Bridgwater, TA5 2QA.**

THE BRITISH GRAND PRIX– FORMULA 1

By Frank Richards
TGAM Member

On my list of '50 things to do before I die' has been a trip to the Formula 1 British Grand Prix. I have been an avid follower of F1 for 45 years and in the past have been known to get up at 4:00 am to watch the Australian or Japanese G.P. Earlier in the year I had the opportunity to join a group of staff and students from Heathfield School to go to Silverstone for the all-important race weekend on 9/10 July. I didn't take long to decide but never really thought about the logistics of the trip. I now live in Dover and thought it might be possible to rendezvous with the coach group somewhere in mid England. In the end I decided it would be easier to drive to Taunton as I had several things to do and sort out in the area.

At 6:30 am on the Saturday morning everyone met up at the school and the coach took us directly to Silverstone. I had heard of horrendous delays in getting in and out of Silverstone in the past and wondered how long the journey might take. There was no need to worry as the Police and the circuit management are exceptionally well organised, with road closures, signage and parking. Once parked at the circuit we did have to queue to get in but this was only to be expected. 80,000 people were anticipated on the Saturday qualifying and 120,000 on the Sunday for the race. As we entered the circuit GP2 cars were practicing and gave us an idea of the noise and excitement later. We had allocated grandstand seats for the Sunday but on Saturday we were able to access to all the main grandstands. 12:00 arrived and out streamed all the F1 cars for Q1. This is a 20 minute session where the 24 cars compete for the top 17 places and go in to Q2. We had been issued with ear plugs but nothing had prepared us for the sound that hit the back of the grandstand and reverberated off. Cars in front of us were exiting Luffield/Woodcote and accelerating to about 170 mph along the old pit straight before braking to about 85 mph at the sharp right-hander Copse. Every-time the McLarens driven by Hamilton and Button came past, a big cheer went up. Q2 takes on a similar format and lasts 15 minutes with the aim of drivers getting in the top 10. The final shoot-out takes place in Q3 which lasts only 10 minutes and decides the final grid places for the top 10. Lap times were tumbling down but two familiar names were at the front – Webber and Vettel in the Red Bulls. Button and Hamilton did not have the pace to be at the front and qualified 4th and 10th respectively. So much depends on getting the right set-up with the right tyres at the right time. Diffusers and air flow, KERS (kinetic energy recovery systems), wings, amount of

fuel and DRS (drag reduction system) all play a part as do engines and the skills of the drivers!

After watching GP2 and GP3 races it was time to go back on the coach to go to Birmingham for our overnight stay. It seemed a long way to go for a hotel bed but is in fact only about an hour away. The next morning was an early start at 6:30 am to be at the track at 8:00 am. The first race on the programme was scheduled for 8:25 am! It was a good time to do a walk around the perimeter of the 6 kilometre circuit – past the hundreds of fast food places and by the heliport. At one stage we witnessed nine helicopters in the air coming in to land. (It is said there are more air movements at Silverstone on race day than at Heathrow but I do not know if this is true). You can only wonder who all these people are, being brought in by air and chauffeured away to hospitality tents etc. Other races on the programme followed (which included GP2 and Porsche) before the F1 drivers could take advantage of a short practice session. The drivers also did their track parade. Alonzo also did a demonstration lap in the first Ferrari to win a F1 Grand Prix which happened to be 60 years before in 1951– also at Silverstone!

At precisely 12 o'clock the Red Arrows roared overhead through the clouds to do their dare-devil display. Part way through there was a thundery downpour but this did not stop the Red Arrows. What it did however was to put the F1 teams in a tисwas. Apparently the heavy rain had only fallen on one side of the circuit (our side) and this presented team managers with a difficult problem. One side of the circuit was very wet and the other was dry. Would the cars start on dry or wet weather tyres or would the cars start behind a safety car? The cars did some last minute practice laps which had the effect of clearing any standing water. In the event a normal grid start was made with most cars on intermediates. Hamilton quickly made his way through the field and was up to 6th place by the end of the first lap. A few laps later when he went past Alonzo to take 3rd place, within our view, there was an almighty cheer. There was a large screen near us and it was necessary to split time watching the track and the screen to see what was happening elsewhere. No more rain fell and after a while cars were going in to the pits to change to dry weather slick tyres. With a lot of activity in the pit lane it was difficult to see all the track position changes.

As the track got dryer so the lap times dropped and speeds went up. By lap 39 Button was now beginning to go through the field and pitted for another tyre change. This could be seen on the big screen but sadly in the rush for his team to do a sub four second pit stop he was sent on his way minus the wheel nut on one of his front wheels. The inevitable happened and he was out of the race. Our hopes were now

pinned on Hamilton but he was slowly losing ground and was being overtaken. A podium finish would have been good but he managed to snatch 4th place at the chequered flag. Alonso won the race with Vettel 2nd and Webber 3rd. How appropriate that Alonso should win for Ferrari and celebrate another win 60 years after their first win (also at Silverstone). Prince Harry presented the cups and awards.

Being at Silverstone and soaking up the atmosphere (and sound) was wonderful. Following the race was a nightmare however, compared with seeing every piece of action and replay in hi-definition close up on the TV at home. In fact it was only when I got home and watched a recording of the race, that I realised Hamilton had been told by his team to conserve fuel – he would have run out if he had continued to push! I can now cross The F1 British Grand Prix off my list of things to do before I die but I am tempted to replace it with a trip to the Monaco Grand Prix – now that would be a trip to remember.



Lewis Hamilton driving a McLaren (Photo by Nick J. Webb)

**1981-2011 30 YEARS OF
ROAD SAFETY TRAINING BY TGAM**

ARE YOU OVER "TYRED" WHEN YOU DRIVE?

By Kevin G. Grose
Chairman

No – I haven't miss-spelt the word above, but are you really over "tyred" when driving? I only ask this question in relation to an experience I have endured for over two years now. When I acquired the "Shed" as it has been affectionately named and known as by all (my 1997 Vauxhall Astra Estate car) in March 2009, its tyres were not that good in respect of not being a matched set by make and tread pattern, etc. They were all legal, the same size and of course, all black and round but not exactly as I would like them!

I thought they were a little bit on the small side for the size of my car but on checking the official data and technical details, all was perfectly safe, legal and compatible. However, there was a vast choice of suitable sizes listed for my actual vehicle ranging from 13 inch rims/wheels to 15 inch rims/wheels with a whole variety of different size tyres within those rim/wheel sizes. I like cars to have substantial tyres so I opted for the biggest size tyre legally available for my 14 inch dealer original equipment supplied alloy wheels which came with the car and as indicated in the supplied handbook.

So, five new tyres fitted of a reasonable make and quality. Fully sorted – job done...or so I thought! After a bedding-in period with the new tyres, the car was now whisper quiet in respect of road noise, etc., but it felt a bit wobbly – not very precise at times. This is hard to describe because, as you know, I run my old Opel Manta which for a 1984 car, handles beyond belief and it's rifle shot accurate – "it does exactly what it says on the can" and after owning this car for many years now, I use it as a bench mark to compare other vehicles. So, my Opel Manta – faultless in the handling department; my Astra Estate...a bit wobbly!

Anyway, you may remember I broke a front spring some time ago so two brand new front springs were fitted. This transformed the front of the car but still a bit wobbly at times. As this lifted the front of the car a bit as the old springs were obviously weary with age, I also changed the rear springs for a set of brand new ones – much better now, but still a bit imprecise at times. Whilst the springs were being changed, the shock absorbers were also overhauled.

A thorough inspection of all the suspension bushes was carried out, back and front but all was in excellent order with no play being evident anywhere. The "Shed" was still a bit wobbly at times, so I just gave up, accepted the ride quality and drove on. Then one day after we had just fitted a tow bar to my father's car, I just put my foot against

the tow ball and tried to push it sideways. Nothing happened as I almost fell over because the car just didn't move. I tried again with more effort – still no movement. I then tried the same procedure on my "Shed" parked nearby and it wobbled; it really wobbled about a lot but strangely the suspension was not moving at all, only the tyres! The more you pushed sideways onto the tow ball, the more my "Shed" wobbled – it wobbled and wobbled and wobbled – "I don't believe it" as Mr. Victor Meldrew used to say.

I had a complete spare set of 13 inch steel wheels with smaller sized tyres lying in my garage so I thought I would just try them on the "Shed" to see if this made any difference. You would not believe me. This action had completely and utterly transformed the handling of my Astra Estate. It was now alert, precise and accurate. Tyre/wheel patter had disappeared. It braked in a completely straight line now instead of being a bit nervous and jittery under previous braking conditions. I had driven this vehicle for over two years and spent a lot of money trying to rectify some seemingly unknown fault when all the time it was just the tyres – nothing else, just really the size of the tyres. The "Shed" now runs on the smaller version of the available packages and it's now brilliant so when I said, "Are you over "tired" when you drive?" – I wasn't joking!

Remember, my original tyre/wheel combination wasn't some non original manufacturer's big wheel/low profile package (Massive and low, man) which always affects the handling of a vehicle – this was the original manufacturer's optional package. Please don't try and do what the chap has done in the photo, that really is a step too far!

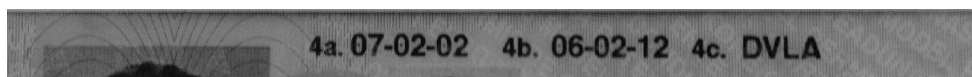


Over tired? (Photo by Kevin Grose)

WOULD YOU RATHER PAY £20 OR £1,000?







By Kevin G. Grose
Chairman

I think the answer is absolutely obvious to all but how many of you are going to have to pay the £1,000? I think maybe more than you realise and it does affect ALL drivers...or certainly all of us that actually have the official UK two part driving licence – those with the credit card sized photo card part. Have a look at section 4b on the front of your licence (see photo) now.



There should be a date and I must say I was very surprised when I looked at mine as it states: 06-02-12! I must admit I didn't even think about this matter until I heard someone talking on the TV about the implications of this seemingly insignificant date. It means I have to renew my licence at this date/time and pay the Government £20 for that privilege. If I don't do that and I am stopped whilst driving after that date and my licence is checked, it could be deemed invalid and I could incur the maximum fine of £1,000 and any other impending legal implications.

However, if you look on the rear of your licence (see photo below), you will see your entitlement to drive the various categories of vehicles are listed as "FROM" (section 10) to "TO" (section 11) – in my case: 21-08-75 to 23-06-28. The majority of you will automatically think your licence runs between those dates – which it does in theory BUT you have to renew your photo card element every 10 years – see 4a and 4b on the front of your licence.

9. Cat.	10. From	11. To	12. Codes
B 	21-08-75	23-06-28	
BE 	21-08-75	23-06-28	
C1 	21-08-75	23-06-28	
C1E 	21-08-75	23-06-28	107
D1 	21-08-75	23-06-28	101
D1E 	21-08-75	23-06-28	101,119
<i>f k l n p</i>	21-08-75	23-06-28	
01,115			

If you are over 70, then your photo licence is renewable every 3 years and please check your entitlement to drive various vehicles – it appears some normally long term accepted categories no longer apply and you may not realise you are no longer allowed to drive some vehicles/minibuses/with or without trailers. Apparently, my father can now drive or ride a quad bike or trike but not drive a small minibus or small commercial lorry up to 7.5 tonnes – I on the other hand can drive a small minibus and small lorry but not a quad bike or trike according to the present listings on our licences!

So I can imagine there may be quite a few people out there believing they are driving quite legally when in fact, they are not. Don't become a victim as your insurance may also be invalid.

Please check your licence now and if in doubt, go to the DVLA or DirectGov websites for more details – seek help now and don't wait for them to contact you as you may be too late – do it now, keep legal, keep safe and most of all, keep your licence.

I, for one, will only be paying the £20 – I know it's a pain and another amount of money the poor old motorist has to cough up for virtually nothing, just for the privilege of being able to drive on our overcrowded, pot holed, grid locked and stupidly "ridiculous speed" regulated roads – but £20 is much better than £1,000!

Go and check your licence now and keep your freedom to drive, your insurance valid, a clean licence and of course – £980!

NOVEMBER MEMBERS' EVENING

Presents

ANDY MAYES

Truck Driving - Part 2

**Wednesday, 16th November at 7:30 pm
at Hatch Beauchamp Village Hall**

DECEMBER MEMBERS' EVENING SUBJECT TO BE ANNOUNCED

**Wednesday, 21st December at 7:30 pm
at Hatch Beauchamp Village Hall**

CALIFORNIA DREAMING – PART 3

By Stuart Bullock

RoADAR Senior Motorcycle Examiner

RoSPA Motorcycle Diploma Course Director

NEXT day our start was ever so slightly delayed, as my bike appeared to have a flat battery. No apparent reason could be found other than the night time temperature had dropped to below freezing. The local garage turned out and for 20 dollars got the bike going. We took a 250 mile route to Las Vegas and rode through Zion National Park on our way to Interstate 15 near Harrisburg junction.

We had heard, and had it confirmed by other riders, that Zion Canyon is 'better' than Bryce. We needed to prove this for ourselves and found the canyon was spectacular as it was narrow and deep. We wound our way down and through this fantastic gorge. The only thing was that we were in a queue of traffic the whole time, which rather spoils the effect. The visitor centre was used for a comfort break and again, there were hundreds of people of all ages gathering to camp, hike, bike ride, horse ride or merely party in the rocks. American National Parks certainly get used but a thought sneaks into your mind of what exactly is the Park protecting in the way of natural resources? Is it better than Bryce? Different I say, with its own charm. There is a geological connection to the thousands of square miles that we have scratched so far. The arid climate and sparse vegetation allow the exposure of large expanses of bare rock and reveal the park's geologic history. Zion is located along the edge of a region called the Colorado Plateau. The rock layers have been uplifted, tilted, and eroded, forming a feature called the Grand Staircase, a series of colourful cliffs stretching between Bryce Canyon and the Grand Canyon. The bottom layer of rock at Bryce Canyon is the top layer at Zion, and the bottom layer at Zion is the top layer at the Grand Canyon. Got that?

Inevitably we joined the Interstate, only to find ourselves buffeted by the notorious Santa Anna wind. It was coming from about 2200, so meant leaning the bike left. 50 mph was fast. Unfortunately it lasted the whole of the journey southwest to a very hot Las Vegas. Of interest was the amount of crosses standing out of the sandy soil. Of all ages and styles there is obviously a big problem here causing the deaths of road users. Now, let me explain. A highway. Three or four lanes in each direction. Big, big rain ditches separating one set of lanes from the other. Fairly straight. Many drivers heading away from LV after a weekend of casinos, cheap alcohol and any other form of entertainment you can imagine. I reckon the biggest danger comes from sleeping drivers. Nice.

What can I say about LV? Noisy, brash, OTT. No, it was far worse than that. Stephen Fry once said of casinos. "Vulgar, tasteless and desperately sad". How true. We had 3 nights here so a good meal followed by the fabulous Cirque du Soleil took care of one night and a stage version of Mama Mia another. We also managed to visit the Hard Rock Café, although interest here was all mine. Another T-shirt to get home! We also visited Hoover Dam and I was surprisingly interested in the magnificent feat of building it took to get the dam completed. Unfortunately there wasn't time to sail Lake Mead but it was with relief on my part that we found ourselves starting the 170 miles journey out of Las Vegas ... to Death Valley.



We took a short section of Interstate 15 and then turned west crossing from Nevada back into California and the northern Mojave Desert. (Man that desert is BIG). Our hotel was at Furnace Creek and we rode through places named Deadman Pass, Dante's View, Funeral Peak, Badwater, and Starvation Canyon to get there. Temperature reached 111F and I can verify it is possible to tell the difference from 111F to a 'cool' 98F, the latter being the night time temperature. Furnace Creek is 282 feet BELOW sea level. Needless to say not much grows but there is a surprising amount of industry, mining the abundant minerals. The riches you can't see. Riding through the valley

it is reassuring to see old tanker trailers used for water store left at the roadside for public use. Most are marked with a sign 'Radiator water', suggesting only the desperate would drink it. Signs also suggest turning off air con in vehicles, so as not to stress the engine! Travellers do need to take the area seriously, carry water and be aware of the likely effects of being stranded in such blistering heat. Just imagine the stress on tyres and just how thin does engine get in such heat. The bikes we were using were 1200cc and air-cooled!! Now THAT oil must have been thin. There is a strange beauty to Death Valley. I found I liked it and was sad to leave it.

Next day we set off on the 190 miles to Mammoth Lakes. We gradually climbed up to 4000 feet as we rode out of the desert into Owens Valley, with the Owens river and grassland on our right, and the Sierra Nevada mountain range containing the Sequoia National Park and Kings Canyon National Park on our left. We made good time and early afternoon saw us settled into our hotel in the middle of the town of Mammoth Lakes. In the much cooler conditions up at 9000 feet some retail therapy saw off the time before dinner. A good walk to a very nice restaurant and a pleasant evening soon passed in the town, which is essentially a ski resort. It was a touch chillier on the return walk but the 'nightcap' soon sorts that out.

Next day we were to stay in mountain country and make the relatively short run of 150 miles to the town of Mariposa, just outside the region covered by Yosemite National Park. We rode through the Park over the amazing Tioga Pass with many dramatic views as we rose up to 11000 feet. Once over the crest we rode down the side of Mount Hoffman through thick forests to the Yosemite Valley itself. We intended to visit the valley the following day, as we had 3 nights here, and so we made our way to the hotel at Mariposa. Another good pool and a superb restaurant enabled time to pass in comfort. Next day we rode back to Yosemite and took a tour of Mariposa Grove. The grove consists of several hundred Sequoia trees, which are the biggest trees in volume anywhere. Their cousin the giant Redwood can be taller, but nothing has the girth of these bad boys. There is one that was, in my opinion, vandalised by cutting a hole out of its base and a Model T Ford driven through. Tragic, but a mark of the size these trees can reach over their life span of hundreds of years. I was mesmerised and could have stayed longer if the thought of another evening meal hadn't dragged me away. Next day we took a local bus to Yosemite itself. You may recall I said National Parks were busy places. This one was literally like Piccadilly Circus. I think we were all a bit disappointed, as this section of America's 'wilderness' had paved footpaths everywhere. Soon enough then, thoughts turned to the next 200 mile leg of our tour, to San Francisco. **Look out for the final part in the Winter edition.**

INSURANCE ADVISORY

New laws to crack down on uninsured drivers take effect today with offenders facing the possibility of having their car destroyed. The new Continuous Insurance Enforcement law makes it an offence to be a keeper of an uninsured vehicle rather than just driving while uninsured.

From today registered keepers identified as having an uninsured vehicle will be sent a letter telling them that their vehicle appears to be uninsured, and warning them of the consequences if they fail to take action.

Those who do not act on this warning - either by taking out insurance or declaring their vehicle off the road - will receive a £100 fine and could have their vehicle clamped, seized and destroyed. They may also face a court prosecution.

Road Safety Minister Mike Penning said: "Anyone who receives a warning letter should take action immediately by getting insurance or contacting the DVLA (Driver and Vehicle Licensing Agency) to declare their vehicle off the road."

The Motor Insurers' Bureau chief executive Ashton West said: "We know who the registered keepers are with vehicles that have no insurance and letters will be dropping on to their doormats from this week. It's no longer a case of if you will get caught, but when you will get caught."

"An estimated 1.4 million drivers are flouting the law by driving without insurance. This is a serious offence and results in accidents that cause about 160 deaths each year and more than 23,000 people are injured by uninsured drivers. It also adds around £30 per year to honest drivers' motor insurance policies."

IAM director of policy and research Neil Greig said: "Law-abiding drivers have nothing to fear from this move, but it is important that they ensure their paperwork is up-to-date. This move should release police time to catch the minority who completely ignore the system - and literally fail to appear on it.

"We would still like to see more investment in automatic number plate recognition cameras to catch those who continue to flaunt the law."

Meet your Committee

Alan Thomson
Observer, Training Officer
& Team Leader (East)



Drives:	Mazda3 2.0 5dr Sport
Dream Car:	Jaguar, various models, but can't afford any
Hobbies:	F1 motor racing, travelling West as far as Montreal and east as far as Malaysia. Have family members working at "Williams" in Grove, Oxfordshire and McLaren near Woking, Surrey
Likes:	Driving and dining out with friends, especially if they're paying
Dislikes:	Utterly pointless mobile phone calls
Favourite Food:	All seafood, within reason
Favourite Drink:	Brandy, red wine, but not whilst driving, you tend to spill more than you drink
Best Actor:	Peter Sellars, Michael Caine, Sean Connery
Best Actress:	Helen Mirren, Judi Dench
Best Television:	Nature History and Documentaries
Best Films:	Zulu, the true story of the defence of Rorke's Drift, Natal, 1879

Photo Gallery

Classic Car Evening



Andy Kingston's 1972 MGB



Paul Willit's 1999 Fiat Coupé 20V Turbo

WOULD YOU LIKE TO:

Improve your driving skills

Pass the Advanced Driving Test

Help lower your car insurance premiums

Make driving an enjoyable experience once more

Safeguard your life and the lives of loved ones you transport from place to place

Meet new friends

YOU CAN DO ALL THE ABOVE, AND MORE, FOR ONLY £139

For more details contact the IAM at 020 8996 9600 or enquiries@iam.org.uk

or talk to the Chairman of your local Taunton Group, Kevin Grose, at 07788 863981 or chair@tgam.org.uk



www.roadsafetysomerset.org.uk