

# e-NEWSLETTER



**IAM**  
DRIVING ROAD SAFETY



DECADE OF ACTION FOR  
ROAD SAFETY 2011-2020

**TAUNTON GROUP OF  
ADVANCED MOTORISTS**

**[www.tgam.org.uk](http://www.tgam.org.uk)**

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**TAUNTON GROUP OF ADVANCED MOTORISTS**

# **e-NEWSLETTER**

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#### **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.

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# FROM THE CHAIRMAN



## IT'S OFFICIAL .....IT'S SUMMER!!!

Well it wasn't long back that we were all grumbling about the persistent wet and windy weather which seemed to have taken up permanent residence. Last week I overheard two ladies complaining to each other about the sunshine and the hot weather and that they preferred rain. Oh well, can't win them all.

So the holiday season is approaching as schools get ready to close for the end of term. Holiday routes will undoubtedly get busier and fans of the A303 can look forward to its speciality traffic jams. As the old story goes, two chaps chatting about the A303 and one tells the other that it took him 2 hours to travel 6 miles; the other chap says "I used to have a car like that!".

As roads get busier over the holidays, the hazards increase and drivers need to be more vigilant. The focus might not be on the drive or the road but what awaits them at their holiday destination. They may be on their way to the airport to fly to some exotic country – are they thinking about what's happening around them – observing, anticipating and planning for hazards – or are minds on whether they've packed money, passports, bucket and spade etc?



**By Andrew Griffiths**  
**Chairman**





As advanced drivers, we have the skills to deal with, and accommodate, those whose minds might not be on the task in hand – the drive! Don't forget your cockpit check so that you switch on ancillaries such as air conditioning, blower, and satnav *before* starting your journey; this will avoid having to fiddle during the drive which, of course, can be unsafe.

One of the hazards of this fantastic weather is the strobing effect of the sun when driving through a canopy created by a line of overhanging trees. This makes seeing very difficult as your eyes have to continually adjust between brilliant sunshine and dark shadow which takes time for the iris to react. And if in such circumstances you're having difficulty seeing, so will drivers around you! One thing you can do to help out is to switch on your lights (including dipped beam) for the length of the road affected so you are more visible to oncoming traffic; drivers following will see your tail lights rather than a dark object in shadow.

Our Group continues to be busy which is a very positive thing to report. We've had some interesting presentations at our social evenings recently; we've visited the Police Emergency Response and Despatch centre at

Portishead; we attended a road safety day at Bridgwater College; we've had a very nice barbeque and classic car display and we will be attending the vintage vehicle and steam fair on 3<sup>rd</sup> – 4<sup>th</sup> August at Norton Fitzwarren (*please stop by our stand and say "hello"*). We have a new Events Coordinator, Ella, who joined our Committee recently and is brimming with good ideas. Ella has already started to think about our programme of events for the coming months. I'd like to welcome her on board.

We've seen a steady flow of IAM Associate Members coming through to do the Skill for Life programme under the mentoring of our dedicated Observers. We've already seen some successes thanks to the hard work put in by the Associates and their respective Observers. We currently have 7 qualified Observers (including me) with three trainees currently progressing under the expert tuition of Alan Thompson and these should come on-line towards the end of August. Taking the total up to 10 Observers, this is a very respectable number for a Group of this size. But we need to ensure we have a flow of Associates to train – it's been good so far but we need to keep it going and ideally "*grow the flow*".





Without Associates, TGAM can't exist. IAM does its fair share in getting us Associates; word of mouth seems to be quite successful too; the Committee too works hard to promote IAM and the Skill for Life package. Attending events such as the steam and vintage show in August provides opportunities to promote advanced motoring to the public and hopefully to pick up new Associates in the process. If any members could help out at such events and/or can offer any schemes for consideration, we're all ears... please let Ella know ([events@tgam.org.uk](mailto:events@tgam.org.uk))

We've got a break in the events calendar in August before resuming in September and I hope you will come along to our social/ members evenings; don't forget these are open to full members, associate members, family, friends. And please, if you have a suggestion for a talk or theme, please let Ella know and we'll do our best to accommodate it into the calendar.

I'd like to draw your attention to the free assessment drive that is available to all TGAM members. If you took your advanced driving test a while back, it could be beneficial to get yourself checked out by one of our Observers; it costs nothing (hence "free"! ) and it's not a pass/fail so you won't have to give your certificate back 😊 but regrettably neither will you get a new one ☹.

Your Observer will provide helpful advice in a relaxed and friendly environment. You've nothing to lose and everything to gain. If you have children/ grandchildren who drive, they too could have a free assessment with no obligation. [Alternatively they can buy "Momentum" from IAM which includes an on-line assessment and a 60 minute driving assessment with an IAM Examiner in their area]. For the free assessment, please contact Tony Hucker on tel 01278 451565 or email [coordinator@tgam.org.uk](mailto:coordinator@tgam.org.uk) and he will make the arrangements for you.

Have any of you heard of the IAM Masters qualification? It is the highest driving qualification and ultimate recognition that is achievable by a civilian driver. While it builds on the skills level already achieved by the advanced motorist, it is a completely different style of driving and is the ultimate challenge. You can read more about it on the next page and if you are interested or have any queries, please contact me ([chair@tgam.org.uk](mailto:chair@tgam.org.uk)). I am the qualified mentor for Taunton and Bridgwater areas – and further afield!

Happy and safe motoring!

Andrew

Chairman, Chief Observer, IAM Masters





## The Masters Standard

For accomplished advanced drivers and riders, the IAM Masters programme provides an opportunity to attain the highest level of civilian driving standard in the country.

The Masters standard embraces the full scope of the four hierarchical levels of the GDE (Goals for Driver Education) matrix as defined in Roadcraft, i.e.:

- At the lowest level the function and control of our vehicle or machine.
- At the next level the requirements of the situation developing around us.
- At level 3 the timing and motives for that particular journey.

- At level 4, the highest level, our attitudes, values, beliefs and goals.

A Master Driver or Rider is someone who can apply emotional intelligence to all of their driving decisions. This means being aware of the possible motivations of those around you as well as your own. It means you are proactively making allowances for the mistakes of others as well as your own.

This is modern driving. The Master Driver is someone who is wise about how the demand of an increasingly complex roadscape creates a necessity to respect the diverse agendas of other road users.

Building on your existing skills as an advanced road user, the Masters programme will help enhance and develop your ability in the following areas:

- Applying cornering principles.
- Assessing, planning and executing safe overtaking manoeuvres.
- Recognising opportunities to make safe progress (within the speed limits).







- Improving observation, anticipation and awareness consistent with vehicle speed.
- Applying sound judgement of speed and distance.
- Delivering a fluent, relevant and continuous commentary.
- Demonstrate continuous self-assessment regarding driving behaviour.
- Develop and demonstrate self-critical thinking in relation to the context of driving and riding.

It is difficult to outline precise specifications of the Masters standard as it is very much based upon the overall driver or rider excellence on the day, as assessed by the examiner during the test.

To provide advice on how the standard is determined and ensure consistency in approach the following requirements are expected to be delivered. Masters is based upon Roadcraft, to achieve the Masters standard the driver or rider will be expected to:

- Consistently deliver a safe, legal and consistent drive or ride in line with Roadcraft

techniques, adapting their style and technique to the prevailing road conditions and type of vehicle being used

- Provide a systematic, smooth, polished and courteous drive or ride, delivered with quiet efficiency.
- Display “Sparkle”, defined as a driver or rider who is “on the ball”, “lively and spirited” whilst also always considered and safe. A drive or ride that is enjoyable to sit next to or to follow, as opposed to simply very competent.
- Have a planned and awake approach to all possibilities, to risks and opportunities presented during the journey. This will be demonstrated by a calm and controlled continuous reassessment of the drive or ride.
- Recognise what our attitude, values and beliefs are and the effect they may have on our driving and riding, together with the behavioural adjustments required to address them.
- Demonstrate exemplary safe progress within the law.





# THE COMMITTEE



Committee meetings (for Committee Members ONLY) are held bimonthly at 7:30pm on the 2<sup>nd</sup> 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.

Chairman	Andrew Griffiths, Steppes House, Charlynch, Bridgwater TA5 2PG, 01278671659 <a href="mailto:chair@tgam.org.uk">chair@tgam.org.uk</a>
Secretary	Serena Lonton, Mashala, Ilton, Ilminster TA19 9HL, 01460 52519 <a href="mailto:secretary@tgam.org.uk">secretary@tgam.org.uk</a>
Treasurer	Geoffrey Stoate, Autumn Folly, Weacombe Road, West Quantoxhead, Taunton TA4 4EA 01984 632937 <a href="mailto:treasurer@tgam.org.uk">treasurer@tgam.org.uk</a>
Training Officer	Alan Thomson, The Nook, Kingstone, Ilminster, TA19 0NS 01460 55919 <a href="mailto:cmat@tgam.org.uk">cmat@tgam.org.uk</a>
Associate Coordinator	Tony Hucker, Sunnymead, Enmore TA5 2AJ, 01278 451565 <a href="mailto:coordinator@tgam.org.uk">coordinator@tgam.org.uk</a>
Newsletter Editor	David Walton, 11 Stoke Road, North Curry, Taunton TA3 6LR 01823 490467 <a href="mailto:ed@tgam.org.uk">ed@tgam.org.uk</a>
Webmaster	Paul Willitt, 91 Scott Close, Taunton TA2 6UL, 07813 217115 <a href="mailto:cmpw@tgam.org.uk">cmpw@tgam.org.uk</a>
Events Coordinator	Ella Waude <a href="mailto:events@tgam.org.uk">events@tgam.org.uk</a>
Committee Members	Brian Howe (President), 29 Holford Road, Taunton TA2 7PD 01823 274410 <a href="mailto:president@tgam.org.uk">president@tgam.org.uk</a> Janet Loader, 5 Blundells Avenue, Tiverton EX16 4DL 01884 252116 <a href="mailto:cmil@tgam.org.uk">cmil@tgam.org.uk</a> Faye Markham, 41 Calvados Road, Taunton TA1 2LA 01823 338171 <a href="mailto:cmfm@tgam.org.uk">cmfm@tgam.org.uk</a>



# GROUP OBSERVERS



## TGAM Observer Structure

TGAM has moved away from the “East/West” structure and now has a simpler, single structure. This shows current and trainee Observers in our Group.

Chief Observer and Masters Mentor	Andrew Griffiths
Group Observer and Trainee National Observer	John Gilbert
Group Observer	Tony Hucker
Group Observer	Janet Loader
Group Observer	Allan Wellwood
Group Observer	Russ Williams
Group Training Officer	Alan Thomson
Trainee Observer	Isobel Jennings
Trainee Observer	Hugh Todd
Trainee Observer	David Walton

Group Observers must be fully paid up Taunton Group Members AND National IAM members at ALL times to carry out your vital Observer roles: There are NO exceptions. 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 the Associate Coordinator 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 any problems please contact our Associate Coordinator Tony Hucker.

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

Nigel Steady 01278 722944

Nick Tapp 07900 900678

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 contact the Group Secretary or the Newsletter Editor. (NB: You MUST remain FULL IAM & TGAM members at all times.)



# FROM THE PRESIDENT



## The Rotary Club of Taunton 50/50 Cycle Ride

*I thought this ride would be a chance to promote IAM Cycling, but I thought wrong didn't I? See NEWSFLASH article elsewhere in this publication.*

**50/50 Cycle Ride.** A cycle challenge for all the family that puts the fun in fundraising! Our event is different (if not unique) in that it offers riders *the option of donating 50% of their sponsor monies to a charity of their own choice.* Event sponsors: Ralph Colman Cycles (Bike UK), Somerset County Gazette, Viridor Waste Management, Taunton Leisure, Somerset College and Beer Direct.

Having completed the entry form and returned it with my entry fee of £12.50, there was no going back. I would have to prepare.



**By Brian Howe**  
**Group President**





**PART 1. PREPARATION** The Taunton to Bridgwater canal tow path is reasonably flat and almost negotiable with a bike the size of "Bob the Bike". At 29 inches wide (74cm) and 79 inches long (2m), he doesn't quite fit some of the more narrow sections of path. Undeterred, I had to start somewhere and I had done most of it once before. Most of my previous journeys with Bob were to see the Dentist or the Doctor or just a casual ride into town, a mere 1½ to 2 miles each way. I usually stop off at my favourite restaurant, County Stores Gallery Restaurant, on North Street, Taunton, for a pot of tea and a toasted teacake or slice of cake.

*Never mind the cake, get back to the towpath.* For the start of my little adventure, I started at Somerset Square, (outside the Brewhouse Theatre). The path starts off really well, it's smooth, level and wide, making for an easy ride. After leaving Taunton town, past the Somerset County Ground, and passing over the river Tone to reach the canal towpath, you see the extent of the new housing developments which seem to stretch all the way to Creech St Michael. Then identifiable landmarks seem to disappear, as a result your distance perception suffers. *Are we there yet? NO!* So I stop for water and pedal on relentlessly.

*How far have I gone since my last stop? Shut up and keep pedalling.* Eventually I give in and stop again, puffing a bit now, I take a puff of Ventolin inhaler before drinking some water. Luckily, with Bob having 4 wheels, not 2, I don't have to get off. Bob also sports a back rest and a large padded saddle. *Or should that be a large padded cell?*

Eventually, Maunsel Lower Lock rolled into view, closely followed by Maunsel Higher Lock and a very welcome tea room over the canal bridge. After locking Bob to the fence, it was definitely time for a rest, a nice cup of tea and of course a slice of coffee and walnut cake. One more chapter of Jason Bourne later and I wonder where the time has gone. Time to head back home for lunch.

Two canal bridges later, Bob developed a distinct list to port. *The left side, not the fortified wine.* The left hand front tyre was flat. *Oh no!! Not another puncture, this happened on my last trip along the canal path.* But still, I was better prepared this time. I had a pump which actually fitted the valves. I pushed Bob to a soft patch of grass, emptied the rear basket and gently tipped him on his side. As you can see in the photo, Bob has no external fixings on his mudguards, which makes tyre







removal a lot easier. There are no brakes or chains to remove first.



Within a few ticks the tyre was off. I practically turned that tyre inside out looking for a thorn or a foreign object, but I couldn't find one, yet, there was definitely a small round hole in the inner tube not far from the valve. Not wanting to chance a patch that close, I opted for fitting my spare inner tube. I re-inflated the tyre and, with hope in my heart and a prayer on my lips, I continued my journey safely home. *That tyre is still inflated to the same pressure, so the thorn must have gone in then come out again.*

Over the next couple of weeks I gradually increased the distance travelled and introduced some easy hills.

**Part 2. PREPARATION** Now for something a little more challenging. I left my place in Wellsprings, Taunton, one sunny morning in late May and headed for the hills. Well, nearly. Aware that I would be riding some distance under tree cover in the lanes and later riding along a main road, I donned my Hi-viz vest, cycling gloves, which help prevent gravel rash if you come off, and my cycle helmet. I filled Bob's water bottle and put a spare in the rear basket along with 2 folding walking sticks and emergency equipment.

My route took me up Kingston Road to Kingston St Mary village, where I had a brief stop to chat with Ashley at Kinston Garage. I then had an easy ride down the village, trying to gain as much speed as possible past the Swan at Kingston, to bear left up the hill past the primary school. I was nearly halfway up before having to change to lower gears. *Bob has 21 gears, so there's usually one somewhere that suits the prevailing conditions.* On I pedalled with a sigh of relief as I started downhill towards the T-junction with Parsonage Lane at Yarford, where I made a right turn towards Cushuish. *The lane passing Kingston Primary school is called Quantock way and about  $\frac{2}{3}$  of the way down is a right hand bend which is quite easy*





for an experienced, Advanced Motorist. But, you try it on a 4 wheeled bike with instant steering through the handlebars. The negative camber almost pulled me into the hedge. Hairy moment over, I pushed on to Cushuish crossroads where I stopped for water and a quick rest to prepare for the long slog up the hill. It was a welcome break for the calf and thigh muscles though when I had to pull over to let a couple of cars through. Eventually I managed to struggle on to Huntingdon Cross, between *Bishops Lydeard* and *Cothelstone Manor*, where I turned left towards Bishops Lydeard centre. As I approached St Mary's Church, I slowed because of parked cars on both sides of the road. *Hold on!! STOP!! What's this?* It was Daisy Cottage Tea Rooms, on my right just before the church and I'm sure Bob pulled in of his own accord. I think he was a little bit shaken from the ride so far, I know I was. The roads have so many deep storm drains, potholes and uneven patch repairs. You can't avoid all of them on a 4 wheeled bike that has no suspension. Half an hour in Daisy Cottage with proper tea in a proper pot and proper cup and saucer and a toasted teacake to boot, we were both feeling a lot better.





Bishops Lydeard is a largely 17<sup>th</sup> century village which served the hill farming communities from the Quantock and Brendon hills. Its name is thought to relate to “Gisa”, Bishop of Wells, a principle Episcopal landowner of Somerset at the time of the Domesday Book in 1086. “Lydeard” is a compound of 2 Saxon personal names, “Lide” (Lloyd) and “Geard”. The latter remaining as a local name “Yarde”. As well as a personal name, geard means ‘a fence, enclosure, courtyard or dwelling’. (In fact, the road now known as Quantock View was previously called “Five Yardes”). As you pass through the village and start to climb Mount Street, there is a turning on the left called Mill Lane. About 200 yards along Mill Lane you will come across Bishops Lydeard Mill and Rural Life Museum. The mill and working waterwheel have been lovingly restored by Charlie Back and was opened to the public by the Mayor of Taunton in 2003. Further up the village in Gore Square (“Gore” Old English for ‘triangle of land’), behind the Lethbridge Inn is a fine self supporting wall of Quantock stone. This was commissioned to be built by the village Rector, as a “Fives Wall”, to stop children playing fives (a ball game not unlike squash but played with the hand instead of a racquet or bat) against the Church wall and breaking the

windows. It was built some time in the 17<sup>th</sup> or 18<sup>th</sup> centuries and if you look closely you can just make out different coloured bands at intervals up the wall.

I stopped in Gore Square to reminisce for a while, as Alice and I ran the Corner Stores for 10 years from 1988 to 1998. Before the building was divided into flats, it had a full size cellar with a well that had 2 hand pumps, 2 fireplaces, 2 staircases and a blocked off passageway. It is thought that back when the pub was a coaching inn, the shop cellar served as the inn’s kitchens and was connected to the pub’s cellar which was used for storing beer and wine etc. If you continue through the Square on Station Road and cross the main A358, (there is a subway for pedestrians), you will see Bishops Lydeard Railway Station. Now known as the West Somerset Railway Association, it was originally a Great Western Railway branch line from Norton Junction to Watchet. Opened 31<sup>st</sup> March 1862, the line was extended to Minehead in 1874, closed by Dr Beeching in 1971, then bought, restored and reopened in 1976. At 22.75 miles in each direction, it is currently the longest standard gauge heritage railway in the United Kingdom. More information at [www.west-somerset-railway.co.uk](http://www.west-somerset-railway.co.uk)







Recovering from my reverie, I turned left at Gore Square, along Taunton Road. It looks so different without Brendon Motors Garage and King's Yard. It makes me wonder, "Who is buying all these new houses?" Having joined the main A358, I had a few hairy moments on the way to Norton Manor Royal Marine Commando Camp, with cars and lorries passing too close. I stopped at the bus stop to let the traffic clear and then carried on down Pen Elm Hill to Cross Keys. By this time I was a little bit tired. (There is a more colourful alternative description, but I'm too much of a gentleman to use it here). The hill from Cross Keys to Staplegrove Post Office isn't very long, but it seemed like climbing Everest to me at that moment. (How do the professional cyclists cope with Mont Blanc on the Tour de France cycle race?) I turned left at the P.O. along Manor Road and Corkscrew Lane to the staggered crossroads with Kingston Road. (Full circle). A couple of turns later and I was home for a much needed shower and a rest.

I did complete a number of other practise runs before the event, but nothing quite as challenging, going for quantity of rides not distance covered. But I did find that by this time I was riding faster and in higher gears than previously.

**PART 3.THE EVENT** "Cometh the day, cometh the man". Is that a valid quote or something I imagined?

Sunday 9<sup>th</sup> June 2013, 50/50 day had arrived and I had arranged to meet Alice at the finish line at 12 noon so that she could take a photo. The first thing I had to do was to estimate how long it would take me to cycle 11 miles and then add the time it would take to cycle 3 miles to the Genesis Centre at Somerset College. I allowed 1½ hours for the 50/50, including stoppage time for rest and water, and 15 minutes for the 3 miles, plus another 15 minutes for registration etc. This meant that I would leave home at 10:00hrs. First job was to pose with "Bob the Bike" before the off. So, here is Bob and me in all our glory, me toggged up in my supplied 50/50 Cycle Ride tee-shirt, with the rider number 013





and raring to go and Bob sporting his new open toe-clips on the pedals, to avoid my feet slipping off, a rear view mirror because my neck is not as flexible as it should be and a 1½ litre water bottle on the down tube, plus a spare bottle in the rear basket along with puncture kit, pump and folding walking sticks. I booked in at the registration desk and duly mounted my faithful steed and was promptly bombarded with questions about Bob and where he came from. (Mission Cycles of Maidstone, Kent, via Ralph Colman Cycles). I eventually escaped at 10:25. **THE ROUTE** started from the Somerset College Genesis Centre, Heron drive. (Off Silk Mills Road). We followed the Sustrans Cycle Route 3 along Heron Drive, LEFT at the junction with Silk Mills Road to the traffic lights. **0.3 miles**. RIGHT onto Bishops Hull Hill. **0.4 miles**. RIGHT down Shutewater Hill. **0.7 miles**. (Would have been fun, except for a 7½ ton lorry blocking the left lane, causing me to stop to allow opposing traffic to pass). RIGHT towards Allerford over level crossing. **2.0 miles**. (The Victory, or Allerford Inn, never reopened after successive floods earlier this year). LEFT towards Hillfarance (Cycle Route 3). **2.4 miles**. LEFT towards Hillfarance (Cycle Route 3). **2.5 miles**. Through Hillfarance towards Oake, past Anchor Inn. **3.8 miles**. Left (at T-junction)

towards Bradford-on-Tone. RIGHT on Broom Lane (Cycle Route 3). **3.9 miles**. (Take care – narrow winding lane for next 0.8 miles). LEFT at Broom Farm. **4.2 miles**. (This was a long steady climb on loose gravel from recent road surfacing. Not good for Bob as his chain only drives one rear wheel, causing wheel-spin). LEFT at T-junction towards Nynehead. **4.7 miles**. LEFT to Eats Nynehead. **5.6 miles**. (This marked the halfway point and after the stiff climb up the hill I was ready for a brief rest and some water). Through East Nynehead over level crossing to Bradford-on-Tone. (Why do they call it a ‘level crossing’? It certainly wasn’t level for Bob and me). (There was a welcome downhill section to the crossing though). RIGHT to Bradford-on-Tone. (Another short stop to recover from the climb up the hill to the village Church). LEFT in Bradford-on-Tone at White Horse Inn. **7.2 miles**. LEFT to Hele/Fideoak. **7.5 miles**. To Allerford Bridge; continue to Bishops Hull. LEFT at top of Shutewater Hill. **9.0 miles**. then continue down to traffic lights. (OOHH!! COME ON!! That hill was beyond a joke. I really struggled, but I did it in one go, staying in the saddle, but in hindsight, I probably shouldn’t have. When I stopped at the top, by the P.O., I couldn’t speak to the Marshal who asked if I needed assistance. After 2 puffs of Ventolin, one shot





of GTN spray under the tongue, a gulp of water and a few minutes rest, I was OK to continue). CROSS over main road to cycle path, then LEFT following blue cycle sign to Robins Close. **10.2 miles**. RIGHT onto Heron Drive **10.5 miles**, to finish at Somerset College. **11 miles**.



Arrival time 11:50hrs and Alice was ready and waiting with the camera. Having retrieved my walking sticks and locked up Bob I went in to register my finishing time and collect my medal. My time for the course was 1 hour 25 minutes, not too bad as Bob weighs in at over 100lbs and I'm way out of condition and out of shape as well. (When in my mid thirties, I once *walked* 12 miles in 2 hours. I'm now not much quicker than that on a bike). We stayed in the Genesis Centre refreshment area for ½ hour. I couldn't face a cup of hot tea so I settled for a

glass of cold squash and the inevitable slice of cake. I then had to face the 3 mile ride home.

I haven't ridden Bob much lately, the ride turned out to be a bit too hard on him. A few days after the 50/50 ride, I was cycling along the cycle path on Silk Mills Road, when all of a sudden one of the track rod ends sheared off, causing the steering to fail. Luckily I was at my normal slow pace when it happened and I managed to stop without incident. That was thankfully repaired under warranty and now I am waiting for a pair of heavy duty rear brake discs as one of the originals is warped. You will be pleased to hear that Bob will be out and about again after 24<sup>th</sup> July. By the way! I raised £300 which was split equally between Rotary Club of Taunton and Cancer Research UK. Thank you to all my generous sponsors. If I get another madcap idea like that again, for crying out loud, tell me not to do it.



# MEMBERS' PAGES



By Serena Lonton  
Group/Membership Secretary



Here we go again! Another year has passed and subscriptions will soon be due for the year commencing 1<sup>st</sup> October 2013.

If you joined TGAM before 1<sup>st</sup> November 2012, 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 1<sup>st</sup> November 2012 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 your subscription, therefore the renewal form will

be sent by post to you; along with information regarding our AGM on 16<sup>th</sup> October 2013.

Please complete the renewal form and send it to me with your subscription as soon as possible.

If for any reason you are not renewing your membership, please let me know as early as possible as this will save time and 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.

## Advanced Driving Test Passes

Congratulations to three members who have recently passed their Advanced Driving Test.

### OBSERVED BY

Dai Lloyd	Alan Thomson, Faye Markham and Allan Wellwood
Ella Waude	Janet Loader
James Evers	John Gilbert

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.

## The Membership Register

This quarter we have seven new group members. We hope you enjoy your association with the Taunton Group and we look forward to welcoming you to our meetings, events and activities. This brings out membership to 119.

	<u>TOWN</u>	<u>LEVEL</u>
Alan Madge	Taunton	Associate
David Crowhurst	Taunton	Full (m/c)
Alec Western	Bridgwater	Associate
Peter d'Ambrumenil	Bridgwater	Associate
Peter Marshall	Ilminster	Associate
Mike Ellis	Taunton	Associate
Nick Pyburn	Minehead	Associate



# CALENDAR

## COMMITTEE MEETINGS

10<sup>th</sup> October

12<sup>th</sup> December

13<sup>th</sup> February



			SEPTEMBER
7	Sa	All day	Regional Liaison Forum at The Winter Gardens, Weston-super-Mare
18	W	7:30 pm	Members' Evening – David Gough is coming to talk to us about snooker
26	Th	All day	IAM Drivers track based Skills Day at Croft Circuit
			OCTOBER
16	W	7:30 pm	Group AGM then Member's Evening – Everyday First Aid Session
19	Sa	All day	TGAM is hosting an IAM Observer Training Day
			NOVEMBER
20	W	7:30 pm	Members' Evening – Wood turning talk and demonstration
			DECEMBER
7	Sa	12:30 pm	TGAM Christmas Lunch at Oake Manor Golf Club
18	W	7:30 pm	Members' Evening – Christmas Quiz





# A CAR PARK TALE

By Faye Markham

Hilda sat in the hospital car-park wondering how much longer her husband was going to be. George had to attend the eye clinic, and as Hilda's arthritis was playing up on this raw frosty morning, she had decided to stay in the car. There was no need to struggle along corridors and sit in uncomfortable waiting rooms just for a routine check up. She glanced at the clock on the dashboard. He had been half an hour; should be back soon. She turned on the radio. Radio two was her favourite, they played recognisable music, not all this rowdy tuneless, modern rubbish! She was singing along to a selection of old wartime favourites when her pleasant reverie was interrupted by a loud, grinding metallic crunching sound. She quickly wiped away a patch of condensation from the windscreen and saw a car reversing out of a space opposite. The driver, a young woman got out and stood staring at the car in the next bay. Hilda could see the young woman's lips moving and she was clearly very agitated.

"Poor girl," thought Hilda, "seems in a bit of a state". She wound down her window letting in a blast of frosty air.

"I say," she called, "do you need any help?"

The girl shot a surprised glance at Hilda.

"Er, no thanks, just caught the bumper of this car. Misjudged the distance."

"Oh dear," sympathised Hilda. "If you hang on a few minutes my husband will be here. He'll know what to do."

The girl hesitated and glanced nervously round the car park.

"No. It's alright. I'm in a tearing hurry and there's not much harm done." She rummaged in her handbag and pulled out a scrap of paper.

"I'll leave my name and address and phone number, then we can settle everything, insurance claim and all that."







Hilda wound up her window and watched the girl scribble on the piece of paper. She then folded it in half and tucked it under the windscreen wiper of the wounded car. Then with a wave to Hilda, she drove off.

Hilda could now make out the wonky angle of the bumper. It didn't look too bad, but then she couldn't tell from this distance, her eyes weren't so good these days. When George finally returned she told him what had happened.

"Dangerous places car parks," he muttered. "Worse than the M5. These youngsters are too impetuous, they certainly can't judge distances; never know the length of their own cars."

He was just about to start the engine when a lady returned to the damaged car. She stopped suddenly staring at the bumper and was obviously distressed.

"Go and help her George," urged Hilda. George got out of the car and walked over. The pair of them inspected the damage, shaking their heads. Then Hilda saw George pointing to the paper underneath the windscreen wiper.

They exchanged a few more words and George returned to the car once more.

"Nasty dents and deep scratches," he said. "Not just a bent bumper. But it's safe to drive. She's going straight home to ring her insurance company now she's got the other driver's details. Bet it'll cost a bomb."

They were just fastening their seat belts, when the lady came running over to their car waving the piece of paper wildly. George wound down his window.

"What's the matter?" he asked.

"Look at this!" cried the aggrieved victim, tears running down her cheeks, her voice choking with anger. She thrust the paper into George's hand.

George stared at it for a moment, then read out loud.

"To whom it may concern. I have damaged your car, but I have no insurance and no money. The old bat in the car opposite thinks I am writing my name and address. Well, I'm not. Tough.





# MOTOREDS at BRIDGWATER COLLEGE

By Brian L. Howe, Group President

*(From Bridgwater College Website)* Students on the Foundation Degree in Public Services with Outdoor Education at Bridgwater College recently organised an event to highlight the importance of road safety, while raising money for the charity Edcase Promotions.

The group were required to organise an event as part of their course assessment and decided that, since road safety is an integral part of their studies, they would emphasise the importance of it in a fun and interactive way, including lessons in basic car maintenance.

Students aged 16 – 18 on other Public Services courses in the College were invited to attend and contributors to the day included Avon and Somerset Constabulary, an independent Driving School, Somerset Road Safety Partnership, Taunton Group of Advanced Motorists, Orchard Mobility, Viridor Highways Maintenance, Anderson & Wall Motorcycle Dealers, AMTC Motorcycle Training and the College's own Automotive Department.

The charity was set up after 22 year old Ed Atkinson died in a car accident in 2009. His mother, Sharon Maslyn, won the Somerset Guardian's Woman of the Year Award in 2011 for her charity work and said, "I was really impressed with the hard work and energy that the team put into organising this event. Road safety is crucial to their age group and will help save lives on the road. I thank them for their efforts."

Student Rachael Lucey aged 20 and from Bridgwater, who helped organise the event said, "We wanted to do it at this time of year as more young people are getting their licences and will be out on the roads and we hoped to highlight the importance of them having good motor skills, their own insurance and a reminder not to use mobile phones when driving."

## WHO ARE EDCASE PROMOTIONS?

*(From Edcase Promotions Website)* 'Edcase Promotions' was established in January 2010





following the death of a beloved son, brother and friend Ed Atkinson. Ed was 22 years of age when he was killed in a car accident on the outskirts of Bath. He was another young victim to Britain's roads and it is our goal to help reduce the worryingly high number of crash victims and help prevent other youngsters with so much potential being taken before their time.

Ed was from Bath originally, he moved to Bournemouth six months prior to the accident and on the morning of 22<sup>nd</sup> November 2009 he was driving his new Saab home. He was a budding sales man and a beautiful man, a true character and one who even if you only spent ten minutes with him would feel overwhelmed by his presence.

We want to help stop other amazing youngsters dying on our roads, as so many people believe themselves to be invincible and do not realise that that one split second decision could have such a disparate impact on the rest of their lives. We were originally to establish ourselves as a standalone charity, however upon doing research we have realised that this is not the most effective way to ensure the money we raise is aimed in the right direction. We are therefore currently in discussions with the Avon and Somerset

traffic police to work in conjunction with them and hopefully the local fire brigade to ensure that we can best achieve our aims.

## THE EVENT

My day started at 08:00hrs on 2<sup>nd</sup> May 2013, I extricated my small, travel, mobility scooter from my bike/scooter shed and travelled the very bumpy pavements for the 1½ miles to Taunton Railway Station. I was booked "Assisted Travel" on the 08:30hrs Great Western Trains Service to Bridgwater. Arriving at the ticket barrier on my scooter, I was met by a member of the station staff, who took my ticket (I couldn't reach the machine) and passed it through the machine for me and then opened the gate and directed to the correct lift for the central platform. When the train pulled up to the platform, the Train Manager (Guard in my day), opened up the door, placed the ramp in position and then directed me to the disabled seats just inside the carriage. On arrival at Bridgwater, the same actions were performed in reverse. A Bridgwater "Porter" was waiting and he led me through the waiting room to the disabled exit. A very efficient, well managed and slick operation. Well done Great Western Trains Service. Much appreciated! I was then brought back to reality, having to traverse more bumpy pavements for the ½ mile





journey to the back of Bridgwater College. (N.B. My Shoprider Paris scooter has no suspension and the tyres have been filled with “gel”. They are as hard as the pavements I was riding over).

On arrival at the College, the student Marshals showed me where the TGAM stand was to be sited and with that Andrew (our beloved Chairman) and Tony (our equally beloved Associate Coordinator) arrived in their respective vehicles. Between us we erected our resplendent in red Eze-up gazebo and set about our display trying to achieve a reasonably professional result. During the morning we were given a meal voucher each for lunch from the barbeque. (Don't worry, it was only a choice of a sausage or a burger in a roll. Not even any onions!). The morning passed quite slowly, but there was a flurry of activity around lunchtime, when one of the tutors “ordered” her charges to go to every stand and make enquiries.

Orchard Mobility had most of the attention due to their Scooter Obstacle Course, which incorporated a turning bay, humped back bridge, see-saw bridge and a roundabout. Students paid 50 pence for 2 circuits against the clock, with the money going to the charity. The scooters were all customized in various



*Photo by Official Event Photographer*

ways. One had Police Traffic markings, another was done in Army camouflage, yet another had a trailer attached and the whole set up painted in Eddie Stobart colours but the name was changed to Eddie Slobart. Yet another was a stretched scooter with 2 additional seats, in line behind the driver, a table between them complete with a triple optic stand mounted on a post. I was told that it is a popular choice for School Proms.

Unfortunately, it had the effect of keeping students away from other displays, but you can't really knock it as it raised so much money for the charity. Being a regular mobility scooter user, I should have had a go myself. However, as the photo shows we did get to







speak to a few potential future members. But don't hold your breath, even though we handed out loads of our Free Assessment Drive Vouchers.

### EPILOGUE

Alex Parsons, the Event Coordinator and the MotorEds Team, thanked TGAM for our attendance which greatly benefitted the day, reaching the majority of the College with the driving education message. The Event raised £640 for the Edcase Promotions Charity.

TGAM donated a raffle prize of a plastic bucket filled with car wash and car care products, valued at just under £25.

*Photos by Brian L. Howe*



# MEMBERS' EVENING



## New discoveries in the history of Somerset

A talk by Dr Robert Dunning, Author and Historian - Wednesday 15<sup>th</sup> May

It is with trepidation that I write an article covering a talk given to TGAM by such an accomplished author, historian and raconteur who, between 1974 and 2006, produced seven out of the ten volumes of Somerset Victoria County History and who, in his spare time has produced other books such as Some Somerset Country Houses, Christianity in Somerset and Arthur - The King in the West.

Dr Robert Dunning lives in Taunton and came to talk to our Group in May. It was a talk with no visual aids, no technology and with little in the way of props. It was simply Dr Dunning standing up in front of his audience talking about some recent discoveries he had been involved with. It was a natural, informative and gripping talk; I think he may have given one or two such talks before!

Dr Dunning began by telling us about The Old

House in Milverton which is now a Grade II listed building and was the residence of the Archdeacon of Taunton; it was once home to Thomas Cranmer the Archdeacon of Taunton in the 16<sup>th</sup> century, although he was abroad for the time he was Archdeacon.

While the house was being renovated by its present owner, a Tudor wall painting dating to around 1541 and some 20ft high was discovered underneath plasterwork in early 2011. It was identified as a portrait of Henry VIII – the only one of its kind in a domestic dwelling. No records existed and no-one knew the reason for it being there. Was it a portrait or a cartoon? Was it there as a gesture of loyalty to the king or was it a joke? Dr Dunning was consulted on it before it was fully revealed. It was thought that the painting was there to grace the court room of the residing archdeacon.





Rhodri Powell, the current owner of the house, had discovered that if viewed upside down, it looked like the devil. Henry's rich, patterned clothes become the devil's face, the king's hapless head a goblet, jutting from the devil's gaping mouth. Try it for yourself! Mind you, the mind boggles as to the circumstances one would be viewing a picture upside down and it reminded me of an equally mind boggling discovery relating to French polishing which I will share with you. Shellac has been used in the wood finishing trade since the 18<sup>th</sup> century and it uses the "secretion" of the Lac beetle (native to India and Asia); now how on earth did that come about? Did someone think "that cabinet is a bit dull, I'll just try making it shiny with some of this beetle dung I scraped off a tree in India"?

So what has become known as the Milverton Mural, commissioned by Archdeacon Redburn who was resident from 1541-1551, may have incorporated a secret subversive message about the King; not everyone liked Henry! The photo below is taken from the Internet and a wealth of information can be found by simply googling "Milverton mural".

Robert next told us about a parchment he had been shown which dated from 1293. The parchment was associated with Wells cathedral



and showed accounts that included 10 shillings for ropes for the cathedral clock. Why is this interesting? Well the parchment predates the first record of the clock by 100 years making the clock 100 years older than had been originally thought; was this then, the birth of the mechanical clock?

Reece Winstone (1909 – 1991) was a freelance photographer from Bristol all of his working life and built up his own photo-library of Britain. The archive consists of some 40,000 photos of Britain's landscape, buildings and genre and is now maintained by Reece's son John. In its 40 or so volumes is included a 7000 photo collection of Bristol which John continues to add to. John aims to republish photos of Bristol, Somerset and Gloucester taken in the 1930's and 1950's and has invited Robert to write







the introduction for a catalogue of an exhibition. Reece was a bit of a Hitchcock – he would leave something of himself in some of the shots – his Jaguar car! In this portfolio of photos provided by John was included a black-and-white print of a group of men with backs to the camera looking through a doorway/archway. This was Downing Street, the men were journalists and they were awaiting the appearance of the prime minister to announce the surrender of Germany. The poignancy makes this Dr Dunning's favourite photo.

Also in Reece's photographs is one of a pedestrian crossing in Bath. The significance? It was the first pedestrian crossing – put there by the Romans perhaps? If you'd like more information on Reece and John Winstone, look it up on the internet "reece and john winstone".

Dr Dunning's next story related to an IT magnate who had found family archives in the huge estate he had just purchased. They were kept in a shed! His advice was sought about how to look after the archives which proved to be of a well-to-do family of international significance; the archive is now of national heritage interest dating back to the reign of Queen Elizabeth 1 (1559-1603). Also in the magnate's possession were rolls of drawings of Berlin; more specifically, they were of concentration camps.

The final story related to a set of church accounts from 1540 which mentioned Yeovil,

Nettlecombe and Stogursey. Some names appearing in the account were of Welsh origin (suggesting that the infiltration started as early as 1540... I can say that because I'm Welsh but I infiltrated much later!). But where did the church get its money? There were two sources mentioned by Dr Dunning; the "Robin Hood of Yeovil" (well I guess every town had at least one) and a rather more entrepreneurial one. Back in those days, fund raising seemed a big and necessary activity to build and manage church buildings. A parish would be divided up into sections and these sections would compete against each other to see who could raise the most money for the church; schemes such as closing off a road and charging people to use it (toll charging), renting out kitchenware to neighbouring villages were two examples mentioned by Dr Dunning. The church itself would produce all the ale for a parish festival, presumable coming to some agreement with ale houses in the locality. He explained that the sale of ale paid for most church buildings. Churches would also sell off old bell ropes to raise money; the origin of the saying "money for old rope"?

A very pleasant and interesting evening was had by all attending and our President, Brian Howe, closed the evening by thanking Dr Dunning for coming to share some of his recent finds with us.

Andrew Griffiths – Chairman





# Regional Liaison Forum 18<sup>th</sup> May 2013

By Serena Lonton

Chairman Andrew Griffiths, Observer John Gilbert and myself attended this event at the George Albert Hotel, Evershot, Dorchester. After registration and refreshments the RLF AGM followed with the post of RLF Treasurer remaining vacant.

A discussion followed on having a permanent central venue for these meetings which will now be 2 per year, May and September/October. Taunton was selected as it is close to the M5, therefore TGAM and SAM (Somerset Advanced Motorists) agreed to check out various venues.

IAM Operations Director, Pat Doughty, updated everyone on matters at Chiswick: -

- New Driver Training/Examination computer system (DTE) for groups to use to update records at Chiswick has improved further and is proving most useful.
- IMI (Institute of the Motoring Industry) awards – the National Observer programme roll-out is now complete, the Local Observer programme is next.
- A Sales Training DVD was sent to all groups in the region to help sell the SfL package at outdoor events etc. There was some criticism as to the sound quality as it was filmed in a shopping centre where there was a lot of background noise, but was otherwise praised. A follow-up training session is planned to back this up. *(Took place in June and was attended by 6 TGAM members - ED.)*
- Website includes Twitter and Facebook. 5 clicks maximum to find information and hits have increased.
- Marketing/PR – press coverage is increasing.
- Membership down again across the board, but better marketing and sales training should help. Lots of statistics shown.
- New leaflets etc. available are a different size to the present ones so old stocks to go. Some criticism of the new size regarding postage, but agreed the content and layout very good.





After a delicious carvery lunch, David Douch of Swindon Group led an informal forum discussion on: -

- Image Enhancement – clothing bearing IAM/Group logos – Chiswick are working on this.
- Obtaining Speakers – always difficult – central list on IAM website suggested.
- Items for purchase in Advanced Driving Magazine – need to be recommended items – good quality.
- New Systems (National Observer IMI Award) – how best to take candidates through the process.
- SfL given as gift to young drivers – some don't want to take it up – what to do about it – focus on the person and use their foibles!

Several good points were raised and useful tips exchanged.

There were other subjects to discuss but due to time constraints these will be taken up at a later date.

The forum ended at 3:35pm followed by more refreshments before departure.

## September Members' Evening

### **SNOOKER**



**David Gough, who is a retired snooker referee and member of the Weston group of IAM, is coming to talk about the game, its rules and his experiences of being a snooker referee.**

**Wednesday 18<sup>th</sup> September  
7:30pm  
at Hatch Beauchamp Village Hall**

# MEMBERS' EVENING



## Visit to Avon & Somerset Police Headquarters 19<sup>th</sup> June - by Serena Lonton, Group/Membership Secretary

TGAM member Andy Mayes arranged a visit to Avon & Somerset Police Headquarters to see the Communications Centre. Andy's daughter Kirstie is employed there and was our guide for the evening, assisted by her colleague Sgt. Ian Lamb.

Due to strict security procedures, all vehicle registration details had to be advised in advance, which Andy dealt with admirably.

The first area we saw was the first point of contact where general calls as well as emergency calls are received. What immediately struck everyone was the small number of people taking these calls (around 40) which come in from all over Avon & Somerset and from other divisions as well.



Kirstie explained that up to 1000 calls a day come through the system and wall-mounted screens showed various statistics including how many calls are received and how quickly they are answered.

Calls are then forwarded in order of priority to the Despatch room, which is where Kirstie works. From here, suitable police attendance is despatched to the scene – this could be a stranded pigeon or a major incident, such as a bomb threat or motorway pile-up etc.

The Despatch room is in a different part of the





complex and the team of operators is no bigger than in the Comms room. A lot of high-pressure work for such a small number of people. On the way to the Despatch room there was an opportunity to take photographs of our group outside the main entrance – it was such a lovely evening after all! Photographs are not permitted anywhere inside the building.

In the Despatch room, each operator had four computer screens, one listing incoming calls, another was a GPS map, another with live CCTV around different towns in the area and a fourth covering motorway traffic.

Kirstie showed us the four screens in a separate room to the main area, explaining that the CCTV coverage is from the County Council's cameras. They liaise with the Comms personnel to help monitor any brewing trouble in the streets so that police can attend if needed. The three right-hand screens are controlled using a mouse, with the left by touch. There is also a foot control to enable switching between callers in order of priority. Good co-ordination is a must!

At any one time, a Despatch operator can have 40 calls waiting for attention, therefore it can be a highly stressful job at times.

There was plenty of opportunity for questions throughout the evening and a round-up at the end. As we were about to leave, Brian Howe gave a vote of thanks to Kirstie and Ian for a most interesting and informative presentation. Many thanks also to Andy Mayes for doing a splendid job of organising the evening.

**October Members' Evening**

**Annual General Meeting**

**Followed by:**



**British Red Cross**

**Every Day First Aid**

**Suzi White**

**Senior Co-Ordinator Somerset  
Community First Aid/Resilience**

**Wednesday, 16<sup>th</sup> October**





# WERE YOU THERE?

By Brian L. Howe, Group President

**If not, you missed a rare treat!**

On Wednesday 17<sup>th</sup> July 2013, TGAM held their Annual Classic Car Evening. In some years past this has sometimes been a disappointing event. But WOW!! Did we ever change that this year, simply by adding a FREE indoor barbecue to ALL drivers, guests and Group members.

Our Group Chairman, Andrew Griffiths, opened the evening with a brief introduction of TGAM and then everyone was invited to look at the (how many superlatives can I use?) beautiful cars, all polished up in true show tradition. At about 8pm, Andrew announced that the food was ready in the hall, laid out on tables as a self service buffet. This consisted of burgers, sausages and chicken legs from Janet Loader's local butcher, who prepared everything the day before. There were also Veggie sausages, bridge rolls and floured burger baps, sliced tomatoes, sliced onions, celery and dips and Doritos crisps. After the feast, Janet Loader, Committee Member and



Drivers, Guests and members mingle with the cars.

Group Qualified Observer, called the raffle. The prizes consisted of 6 individual bottles of wine, a cosmetic set and a beautifully turned wooden apple, turned by the fair hands of our very own Group Chairman, Andrew Griffiths. There followed a presentation of 2 ADT pass certificates. The first to Ella Waude, (Group Events Coordinator), Ella's Observer was Janet Loader. The second certificate went to





David (Dai) Lloyd, Dai's joint observers were Alan Thomson, Faye Markham and Allan Wellwood. For some strange reason, known only to IAM Chiswick, Dai was sent all the way to Exeter for his ADT. The presentations were made by the President and the Chairman.



The President proposed a vote of thanks to Janet Loader for organising the BBQ, cooking the BBQ and when she wasn't busy with that lot, organising and calling the raffle. A vote of thanks was also proposed for Faye Markham for looking after the tea and biscuit window. The Chairman then proposed a vote of thanks for Mike Amor of Taunton Historic Car Club,



for his very generous support of the evening. Mike and his fellow club members brought along 7 cars and several guests, thereby making a huge contribution to the success of the event. The evening finished with a call from the Chairman to "open bonnets" to compare engine technology changes over the years. There were many handshakes and goodbyes followed by calls for a repeat performance next year. The President says, "Let's make this an annual event and help it to grow in popularity by supporting it next year". Here is a list of the cars and their owners with photographs. *All car photos by Brian Howe.*







1932 Austin 7 AH 4 Seat Open Tourer Owned by Terry Vowles of Taunton.  
This vehicle is FOR SALE Contact 01823 325073



1971 Hillman Hunter 1725 JNP 259K  
Owned by Ed Brunskill of Taunton



1973 MG Midget 1275 Sports Cabriolet OJR 500M  
Owned by William Coombes Rare for original colour.  
Ordered in Black from factory when new.



1979 Ford Escort Estate Mk2 Facelift KLX 208V  
Owned by George Haller of Taunton





1995 MG R V8 M776 XWS  
Owned by Mike Hill of Cannington



2000 Morgan Plus 4 (2ltr Rover T16 engine) V187 RNP  
Owned by Peter Turner. This car holds the Pus 4 speed record for Gurston Down Hill Climb Nr Salisbury



1947 MG TC BTK 560  
Owned by Reg Watts of Taunton



1971 VW Beetle (Modified) WAM 414K  
Owned by Kate Wyatt





82 Mercedes 500 SL Roadster (5ltr V8) AND 500X  
Owned by Andrew Griffiths of Charlynch



1952 MG YB (with self jacking system)  
Owned by Tony Brown of Chard



1965 VW Beetle ERU 694C,  
Owned by Mike and Betty Amor of Taunton



Andy Mayes and Tony Hucker study the scene.



## OBITUARY

We are sorry to hear that Reg Dilley has died at the age of 85 years. Reg was the IAM Test Examiner for Taunton and Yeovil until his retirement in 1997. There was a celebration of Reg's life at the Taunton Deane Crematorium, Friday 12<sup>th</sup> July 2013 at 9:30am. Taunton Group was represented. We send our condolences to his family.

## IN MEMORY

Reg Dilley 29/03/1928 – 05/07/2013

I took my ADT under Reg Dilley in January 1997, just a few months before his retirement. As a result I didn't have the chance to get to know him, but he nevertheless left a lasting impression.

My test vehicle was a 1970's Lada Niva, 4x4, fitted with square-shouldered Landrover Series 3 tyres, producing lots of road noise but not a lot of speed or power from the old fashioned, leaded, 1600cc power unit. For some reason which I can no longer remember, I wasn't taught commentary driving, having been told that it was no longer compulsory. Reg told me that he preferred candidates to use commentary, 'as it gave a clue to the candidate's thought process'. So he asked me to start reading out the traffic signs and road markings and to say what they meant to me and how it would affect my driving technique. Within a ¼ hour I was commentary driving smoothly enough to satisfy him. I am pleased to say that following the post-test debrief Reg said, "Congratulations Brian, I'm pleased to tell you that you've passed".

It was the impression that Reg left me with that encouraged me to stay with TGAM and to get involved.

Brian Howe, President



# NEWSFLASH

## IAM CYCLING



### PRODUCT DISCONTINUED

It is with great sadness that I announce the demise of the **IAM CYCLING** initiative.

I telephoned IAM Chiswick today to order some **IAM CYCLING** promotional leaflets for the up-coming WSRA Steam Fayre at Norton Fitzwarren, 3<sup>rd</sup> and 4<sup>th</sup> August. During the very pleasant conversation, I was informed that the leaflets are no longer available as the product had been discontinued due to the “very slow uptake”. I was so shocked I was nonplussed. I stammered a bit but couldn’t think of anything to say. (You might not believe that, but it is true. Honest.)

I was particularly saddened because I am a keen cyclist (no lycra involved), as I don’t have a car to fall back on, and that I only renewed my **IAM CYCLING** membership last month.

Talking to different people since its inception, I

got the distinct impression that not everyone at IAM Chiswick gave **IAM CYCLING** the support it deserved. I think it was one of those projects that seemed like a good idea at the time, but it didn’t receive the support and general consensus to push the idea forward and commit to it. As I had spoken to Laura Martin on the subject on several different occasions, I was a little disappointed that I wasn’t informed personally. (OMG! That doesn’t sound pompous does it? It wasn’t meant to). I was, after all, one of the few people actively supporting and publicising the project, and, as some of you know, I had even made my one and only Power Point presentation on the subject.

In my humble opinion, it was a sad waste of money Chiswick.

Brian L. Howe, TGAM Group President, **IAM CYCLING** member?







# New Regional Operations Manager

We now have a new Regional Operations Manager, Mark Trimmer, who takes over from Richard Ferneaux but with extra responsibilities.

Before he joined the IAM, he was a police officer for over 30 years retiring as a Chief Inspector and as District commander with Sussex Police. He was for over 2 years second in command of Road Policing and was a Senior Road Death Investigator primarily dealing with those involving police officers. He was a Road Policing Inspector for 6 years and held a Class 1 driver permit for over 20 years. He was part of the team that introduced speed awareness into Sussex and was involved with the Sussex Safer Road Partnership chairing their tactical meetings. He also organised regional policing operations across the South East.

As a District commander he worked with many volunteer based organisations dealing with antisocial behaviour, domestic abuse and

supporting the vulnerable groups within society.

He has been working as Regional 2 Operations manager since April 2012 as part of a pilot project.

His role is to support the group and primarily the officers and committee and act as a link between them and Chiswick.

This support will cover all aspects of their work and in the recruitment of new associates through local events and by working with partners in the road safety arena to create new opportunities.

He will be extending the roll out of Modular training and IML.

In addition to this work, he also manages Skills Days at Thruxton and Goodwood for both bikes and cars.

He will be working closely with Tim Soper who is remaining as RGC and Andy Poulton and Rob Downing.





# WD-40

By Serena Lonton

Before you read to the end, do you know what the main ingredient of WD-40 is?

I had a neighbour who had bought a new van. I got up very early one Sunday morning and saw that some vandal had spray painted red all around the sides of this white van. I went over and told him the bad news. He was very upset and was trying to work out what to do, probably nothing until Monday morning, since nothing was open.

Another neighbour came out and told him to get some WD-40 and clean it off. It removed the unwanted paint beautifully and did not harm the paint that was on the van. I'm impressed! WD-40 - how did someone work out it would do that?

'Water Displacement No. 40' The product began from a search for rust preventative solvent and degreaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a 'water displacement' compound. They were

successful with the fortieth formulation, thus WD-40. The Convair Company bought it in bulk to protect their atlas missile parts.

Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you. It's the first thing that has ever cleaned that spotty shower screen. If yours is plastic, it works just as well as on glass. It's a miracle! Then try it on your cooker top... Kazam! It's now shinier than it's ever been. You'll be amazed.

Here are some other uses:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar 20 strings.
4. Gives floors that 'just-waxed' sheen without making them slippery.
5. Keeps flies off cows.
6. Restores and cleans blackboards.
7. Removes lipstick stains.
8. Loosens stubborn zips.
9. Untangles jewellery chains.
10. Removes stains from stainless steel sinks.





11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower screens free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes.
18. It removes black scuff marks from the kitchen floor! Use WD-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
19. Dead insects will eat away the finish on your car if not removed quickly! Use WD-40!
20. Gives a children's playground gym slide a shine for a super fast slide.
21. Great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
22. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and rewash. Presto! The lipstick is gone!
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades and other tools.





31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell).
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands and knees to relieve arthritis pain.
37. WD-40 attracts fish. Spray a little on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose.
38. Use it for gnat bites. It takes the sting away immediately and stops the itch.
39. If you spray your garden pots around the sides it stops slugs/snails eating your plants.
40. Removes chewing gum from anything.

P. S. The basic ingredient is FISH OIL...

## November Members' Evening

### WOOD TURNING



**Andrew Griffiths, our Chairman, will be bringing his lathe and giving a talk and demonstration on wood turning. There will also be a chance to buy some Christmas presents from him!**

**Wednesday 20<sup>th</sup> November  
7:30pm  
at Hatch Beauchamp Village Hall**



# **TAUNTON GROUP of ADVANCED MOTORISTS CHRISTMAS LUNCHEON**

to be held at

**OAKE MANOR GOLF CLUB**

**Oake, Nr. Taunton, TA4 1BA**



**on Saturday 7<sup>th</sup> December 2013**  
**12 noon for 12:30pm**



***ONLY £13.95 per person***

**The menu and booking form are also attached to the email with this newsletter**







## Recent Releases from the IAM Press Office

### Quarter One Provisional Road Casualty Statistics

The latest Department for Transport road casualty statistics released recently show a welcome decrease in casualties for vulnerable road users.

- There were 1,680 people killed in the year ending March 2013, a ten per cent reduction from 1,870 in the year ending March 2012. The number of people killed or seriously injured also fell to 23,660 - a six per cent decrease.
- Pedal cyclist casualties are down 23 per cent on the previous year as well as motorcyclist casualties down 27 per cent. Although the notably colder winter temperatures in Q1 2013 are likely to have had an effect on these reductions.

IAM director of policy and research Neil Greig said: "It would seem to be good news with continued sustained falls in car occupant casualties and falls in all vulnerable categories for example pedestrians, bikers and cyclists."

"It is clear that the continued economic downturn (with falling traffic levels) and poor weather are the main causes. The economy is showing signs of improvement and we are having a fantastic summer so we cannot be complacent."

"The IAM welcomes this good news for the start of 2013 but the real test will come when we see what happened over the spring and summer when cycling in particular will have been much more popular."





## Tow Safely This Summer

Road safety charity the IAM is reminding motorists to ensure their vehicles and trailers are road worthy as they take out their trailers this summer. The warning comes as figures from the Highways Agency show that between April and June 2013 alone, there have been 1,408 towing incidents on the UK's roads.

The Highways Agency has warned that towing incidents are often caused by overloading the caravan or trailer, a mismatch with the towing vehicle, tyres which have burst because they have not been checked or replaced where needed, and poor towing technique from drivers such as excessive speed.

Tim Shallcross, head of technical policy and advice at the IAM, offers tips for successfully towing another vehicle:

- Watch the weight of the towed vehicle – this should not exceed 85 per cent of the car's kerb weight. Excess weight will cause instability.
- Check the unit you are towing is secure before pulling away, and check again after a short distance. Look for anything loose, disconnected, missing or broken.
- Check that your extra rear lights are all connected and fully functional. Get somebody to help while you test the brakes

and indicators. As well as additional lights, you will also need an illuminated number plate at the rear of the unit.

- Check the pressure of all tyres before you set off, bearing in mind those of the towed unit as well as your own vehicle.
- Stopping distances and the space between you and other vehicles should be increased appropriately, allowing for the extra weight you are carrying. You should also allocate more time to overtaking, to position yourself for turns, parking, pulling into traffic streams, changing lanes and joining and leaving motorways.

Use your mirrors frequently – the fact you have lost the use of your rear view mirror makes extended door mirrors very useful. Extended towing mirrors are not a legal requirement, but drivers are obliged to be able to see traffic behind them, so the use of mirrors is encouraged for caravans and anything but a small trailer. Mirrors will also give you a better feel for overtaking and reversing.

- Be aware that reduced speed limits usually apply when towing vehicles, and remember to extend courtesy to vehicles following you by allowing them to pass.

Shallcross said: "Whether you're towing a





speedboat, a horsebox, a caravan or another car, there are certain rules which must be applied. It is important to recognise the challenges which come with having to control not just one vehicle, but two.”

Technical manager for the Caravan Club Martin Spencer said: “Check the caravan’s tyre pressures and tyre condition before setting off. Unlike in the car, you’re unlikely to feel a slow puncture on the caravan, so regular checks are essential. It’s also important to load your caravan correctly and within its limits.”

Andy Withington, spokesperson for the Highways Agency said: “Our Traffic Officers and contractors are out on our roads every day and see at first hand how incidents involving caravans and other towed vehicles can contribute to delays for other road users.

“While the vast majority of towed vehicles travel safely we would encourage anyone towing during the holiday season to prepare before they set out and take a few simple steps once they are out on the road to avoid becoming involved in an incident. Check your tyres, make sure that caravans and trailers are not overloaded, keep to the speed limit for towed vehicles, ensure any rear view extension mirrors are fitted and drive carefully and considerately at this busy time of year.”

## **Time to end the Motorway Rip-off**

Motorway Service Areas are charging up to four times the high street price for basic food and drinks, according to research conducted by road safety charity, the Institute of Advanced Motorists (IAM).

Essentials such as a 500ml bottle of water cost £2.09 (95 pence on the high street in London) while the cheapest cheese sandwich cost £3.99).

On the high street, the everyday shopper can expect to pay 25 per cent less than a service area user. At a popular high street newsagent, a standard size Mars bar costs £0.79 and a pack of Walkers crisps is priced at £0.95).

Motorists are dissatisfied with the value for money available at Motorway Service Areas but are left with little choice when making long trips around the country. When asked to rate the price of food and drinks at Motorway Service Areas, more than half of respondents (51%) rated them unreasonable.

The survey also found that sixty-five per cent of respondents are most likely only to stop at Motorway Service Areas just to use the toilet facilities.





Price comparisons with London high street include:

- A medium white coffee - £3.09 v £2.10
- A standard sized Mars bar - £0.95 v £0.79
- A pack of Walkers crisps – £1.05 v £0.95
- 500ml bottle of water £2.09 v £0.95
- A basic cheese sandwich - £3.99 v £1.00

London offers the most expensive white coffee at £3.09, while generally prices were around £2.50.

Fifty-four per cent of respondents consider the price of petrol at Motorway Service Areas unreasonable.

With petrol prices averaging about ten pence per litre more than at off-motorway forecourts the IAM is calling for a complete review of motorway prices, together with filling stations being forced to advertise their and their competitors fuel prices, as is the case in France.

The research also revealed that from one Motorway Service Area to the next, the price of petrol can vary by up to 10p per litre.

Cost of petrol per in pence per litre on and off motorway:

- Hopwood Park M4 – 144.9 v 132.9
- Corley M6 – 144.9 v 131.9
- Michaelwood M5 – 142.9 v 135.9
- Strensham M5 – 142.9 v
- Pont Abraham, Wales M4 – 141.9 v 133.9
- Forton M6 – 141.9 v 133.9
- Sarn Park M4 – 133.9 v 131.7
- Heston Services M4 - 144.9 v 132.8
- UK average at supermarkets £1.313

IAM chief executive Simon Best said: “Motorway Service Areas are supposed to be for motorists eat, drink and freshen up. It’s very important to have a break every two hours and these costs will put people off stopping. Tired motorists pose a danger to themselves and other road users.”

“17,000 people every year break down on the motorway simply because they have run out of fuel, which can cause lane closures and delays for everyone. High petrol prices will put people off filling up. Forcing stations to advertise their competitors’ prices would drive costs down.”







## One in 200 Drivers Caught Driving Uninsured

226,803 drivers in the UK have points on their licence for driving without insurance, according to a Freedom of Information (FOI) request by the IAM (Institute of Advanced Motorists).

The FOI request, directed to the DVLA, revealed that 194,997 full licence holders and 31,806 provisional licence holders have been caught driving without vehicle insurance and have received points for doing so – one in two-hundred drivers. In the 17-35 age range, one in every 100 people with a full driving licence has points for driving uninsured.

Figures also show that in both licence categories and all age groups it is men who are far more likely to commit this offence. In the 17-24 age category, men are four times more likely to have points on their licence for driving uninsured than women.

Other findings were:

- People in the 25-35 age category are most likely to drive uninsured (81,003 with points).
- Drivers over 65 were least likely to have points on their licence for driving without

insurance (0.06%, or 3,867 people).

- 0.44% of people with a provisional license have been caught driving uninsured.
- One in every 200 people with a full UK driving license has been penalised with points for driving without insurance.

IAM chief executive Simon Best said: “These findings are shocking. Those 200,000 individuals who drive whilst uninsured place the burden back on those who abide by the law through higher premiums and potentially the cost of vehicle repair.

“The most concerning fact is that this could just be the tip of the iceberg, as these numbers only represent those who have been caught and penalised. Insurance fraud and uninsured driving are also growing problems that need to be tackled through a coordinated approach from enforcement authorities. It is not acceptable that drivers pay up to £70 in higher premiums to compensate for those who ignore the law.”

As well as six points and a fine for driving uninsured, an eighteen year-old with a £950





premium could expect to see this increase to £2,195. For a thirty year-old it would increase from £228 to £462.

Peter Harrison, car insurance expert at MoneySupermarket, said: "It's astonishing how many drivers are still prepared to hit the road without insurance. Not only is it illegal but you could face thousands of pounds in liability, a conviction, six points on your licence and a hefty fine should you be caught out or be involved in a crash. To make matters worse, uninsured drivers cost the insurance industry £500 million each year. Furthermore, insurance fraud adds £39 to the cost of every motor premium and uninsured driving an extra £30 – this is not fair on law-abiding motorists.

"The cost of insurance premiums will no doubt have influenced the decision from some drivers to forgo insurance altogether. However, the penalties for not having insurance are great, and could even result in your vehicle being confiscated. Although car insurance premiums may appear high, having suitable insurance and proving you are a safe driver will help bring premiums down over time. Not having insurance, and being caught without it, could result in you not being insurable in the future."

## Drink-drive Casualty Figures

The latest Department for Transport drink-drive statistics released today show an increase in the number of drink-drive casualties.

- Provisional estimates for 2012 show that 290 people were killed in drink drive accidents in the Great Britain, an increase of a quarter compared with 2011.
- There was a 5% decrease in seriously injured drink drive casualties in 2012 to around 1, 200.
- 220 fatal drink drive accidents in 2011 resulting in 230 deaths, the lowest number of deaths since reporting began in 1979.
- Since 1979 (when reporting began), there has been an almost six-fold reduction in the number killed in drink drive accidents.

IAM director of policy and research Neil Greig said: "The number of people killed or seriously injured by drink drivers is the real indicator of success in dealing with those who present the biggest danger on our roads. The IAM is concerned that despite continued police campaigns the message does not seem to be getting through to a minority of drivers."

"This increase shows the critical need for the DfT to reverse cuts in publicity funding and continue to ram home the message that drink driving kills."





## Make it an Astute Commute

Road safety charity the IAM is offering weekly motoring tips from Britain's top advanced driver, Peter Rodger. This week, he is advising on driving to and from work.

- The biggest problem with commuting is that everyone travels at the same time. People get frustrated and tired and will be more inclined to behave unpredictably – be wary and anticipate the actions of road users around you.
- The most vulnerable road users will be about around rush hour – walking to school, or cycling to work. Give children and cyclists plenty of room and watch out for children emerging from between parked cars.
- Familiar routes are the ones we get most careless about, taking the predictability of the route for granted. Stay alert and keep your attention on the road ahead.
- Listen out for traffic updates on the radio in case your route is affected, and learn an alternative route or two in case of an accident or road closure.

- Check the weather before you travel; heavy rain usually slows traffic up, so leave a little earlier than you usually would.
- Using your car to commute to work means you are especially reliant on it working. Regularly check your tyre pressures and condition, your washer fluid and oil levels, and all of your lights.

IAM chief examiner Peter Rodger said: "Always leave enough time to get to work so you don't feel the pressure to rush. This kind of 'up against the clock' mentality is likely to lead to behaviour such as rapid acceleration in short bursts and hard braking, resulting in greater fuel consumption."

If you do get held up in traffic on the way to work, don't rush. Pull over if you need to let anybody know, but remember it's better to arrive late than never."





## One in 20 Adults Involved in a Road Accident Last Year

One in 20 adults was involved in a road accident in 2012, according to road safety charity, Institute of Advanced Motorists. Using information from the National Travel Survey published by the Department for Transport it shows that 5.2% of the population admit to having been involved in an accident.

Figures also reveal that men are more likely to be involved in an accident than women.

This means that an incredible 2.4 million Brits were involved in the trauma and stress of a road crash last year, with around 800,000

actually injured. In the vast majority of these crashes those involved were car occupants.

IAM chief executive Simon Best said: “The good news is that our roads have never been safer and the headline death and serious injury figures continue to fall. But we still kill five people every day, and these government figures suggest that millions are involved in minor bumps and scrapes every year. Car and road design have delivered a safer driving environment, but it is clear that we must all share the responsibility of reducing accidents and collisions.”

Adult Accident Involvement	2012	2011	2010
Males	5.6%	6.8%	6.5%
Females	4.8%	5.2%	5.4%
All	5.2%	6.0%	5.9%







**Closing date for the Winter Edition of the TGAM e-Newsletter is 20<sup>th</sup> October. All contributions would be very welcome.**

**All items should be sent to “The Editor” at [ed@tgam.org.uk](mailto:ed@tgam.org.uk) or by mail to David Walton at 11 Stoke Road, North Curry, Taunton TA3 6LR**