

e-NEWSLETTER



iAM
RoadSmart

WESSEX ADVANCED MOTORISTS



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WESSEX ADVANCED MOTORISTS

e-NEWSLETTER

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Any comments or opinions expressed in this e-Newsletter are those of the contributors and not necessarily of the Institute of Advanced Motorists Ltd., Editor or Committee. Please send any items for consideration to be included in the next e-Newsletter to David Walton, our Editor (details on the back page). Items will be published ASAP.

GENERAL DATA PROTECTION REGULATION

Members' details, i.e. names, addresses and telephone numbers, are kept on computer to assist group administration. This information will not be passed outside the IAM. WAM may from time to time publish photographs taken at group events in this newsletter and on the website or display them at publicity events. If you do not wish to have your photo taken or published by WAM, please contact the Editor in writing (contact details on the back page).

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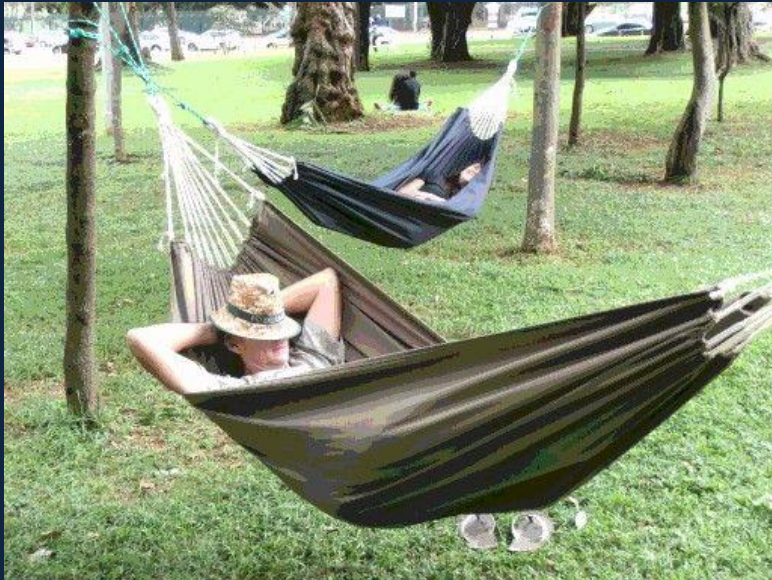


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Chairman's Corner



The Chairman is taking a summer break and normal service will be resumed for the Winter edition.

Enjoy the remainder of the summer and most importantly, stay hydrated!

September Members' Evening

Other side of Embalming

Adrian White is the MD of White's Funeral Directors, East Reach, Taunton. He's been in the trade for the last 40 years or so. He's coming to talk to us about his life as a funeral director.

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

THE COMMITTEE



Committee meetings (for committee members ONLY) are held bimonthly at 7:30pm on the first Wednesday 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	chair@wessexam.uk
Vice Chairman/Events Coordinator	Barry Keenan	events@wessexam.uk
Secretary/Membership Secretary	David Walton	secretary@wessexam.uk
Treasurer	Isobel Jennings	treasurer@wessexam.uk
Associate Coordinator	John Gilbert	coordinator@wessexam.uk
Support Officer	Michael Wotton	cmmw@wessexam.uk
Chief Observer/Masters Mentor	Andrew Griffiths	chair@wessexam.uk
Newsletter Editor/Webmaster	David Walton	ed@wessexam.uk
Committee Member	Brian Howe (President)	president@wessexam.uk



GROUP OBSERVERS



Chief Observer, Masters Mentor & LOA	Andrew Griffiths
National Observer & LOA	Barry Keenan
National Observer	Delphine West-King
Local Observer	Paul Crowe
Local Observer	Godfrey Davey
Local Observer	Brian Dodd
Local Observer	Paul Green
Local Observer	Isobel Jennings
Local Observer	Hugh Todd
Local Observer	Guy Tucker
Local Observer	David Walton
Local Observer	Michael Wotton

Group observers must be fully paid up Wessex Group AND National IAM members at ALL times to carry out your vital observer roles.

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 chief observer, Andrew Griffiths.

The following IAM and WAM member is a Driving Standards Agency/Approved Driving Instructor:

Nick Tapp 07900 900678

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM and WAM full member driving instructors wish to be on the above list, contact the newsletter editor. (NB: You MUST remain *full* IAM and WAM members at all times.)



CALENDAR



SEPTEMBER

5	W	7:30pm	WAM Committee Meeting
15-16	Sat & Sun		Somerset Moto Fest
19	W	7:30pm	Members' Evening – Adrian White, Funeral Director

OCTOBER

17	W	7:30pm	Members' Evening – Annual General Meeting , guest speaker Robby Downing – ASDM for Region 4
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NOVEMBER

7	W	7:30pm	WAM Committee Meeting
21	W	7:30pm	Members' Evening – A talk by Andy Ware, one of IAM RoadSmart's examiners

DECEMBER

8	Sa	12:30pm	WAM Christmas Lunch
			No Members' Evening in December



PRESIDENT'S PONDERINGS



Following a recent visit to the Seaton Tramway, I thought it might be good to share some information as the school holidays are now in full swing.

THE NEW SEATON TRAM STATION

Seaton Tramway is proud to announce the opening of its brand-new, state of the art station in Seaton.

The 28th June saw the culmination of 10 years of planning and hard work, with the opening of the new £3 million station. Providing a contemporary, all-year round facility, café and gift shop, it will allow visitors to immerse themselves in the fascination surrounding the history and operations of the tramway before boarding a tram and travelling back in time to a golden age of travel.



by Brian Howe





Chief Exec - Jenny Nunn commented “The new project has been a huge undertaking by the tramway and represents major investment in the tourism economy of Seaton. The town has witnessed a very successful regeneration project over the past few years, which has seen the addition of Tesco, Seaton Jurassic, Premier Inn and 220 Bovis homes. The new Tram Station is one of the final pieces in the puzzle for the town’s regeneration project and a unique addition to the Southwest’s coastline. With the 301 square metres of internal space, it will enable the charity to attract even more visitors to the area than ever before.”

This is the first new station to be built by a heritage railway in many years and has seen highly complex railway engineering works take place, work not seen in the area since the tramway moved to Seaton in 1970.

Every effort from the tramway staff has been put into creating the new station in Seaton, work which started last September. Almost 450 tonnes of ballast, 300 sleepers and over 190 piles have been used in the project to lift the station two metres above the ground. The new

building is home to four new platforms, which house four trams each night, creating a stunning showroom displaying some of the famous heritage trams. Brand new interpretation has allowed an even more immersive visitor experience celebrating the fascinating story of the tramway.

As well as the opening of the new station, there was also the opening of a brand-new café and gift shop, Claude’s, named after and dedicated to Seaton Tramway’s founder, Claude Lane. The café boasts a new menu and is delighted to announce that it will be joining the effort in cutting the use of one-time-use plastics down to almost nothing including the offer of paper straws. The tramway hopes this is the first step of many in the journey to making Seaton a leader in green waste. Claude’s also contains a gift shop, offering a brand-new range of souvenirs and gifts.

With visitor numbers increasing over recent years, the new station will enable space for events, exhibitions and a greater visitor experience, accessing the trams and the Axe Valley for decades to come, and will be the new





home to its many family events and evenings including The Dinosaur Tram Adventure, The Fairy Special, The Pirate Tram, The Bright Sparks Science show and returning this Christmas, the award-winning The Polar Express™ Tram Ride Experience.

Seaton Tramway has had immense support from local residents, businesses, volunteers and staff and is grateful to have been supported by the 'Making it Local' programme, which is in part funded by the European Agricultural Fund and has granted the Tramway £100k for its continued support for rural tourism, cultural and heritage activities.

During construction of the new building, the tram service was operating from the tramway's Riverside Depot. Here visitors were offered a unique, previously unseen look into the inner workings of this heritage tramway. Until 27th June, the tour provided behind the scenes insights into the daily workings of the Depot and a sneak preview of the new station before it opened.

The new station opened at 10am 28th June to welcome its first visitors through the doors. The

first 1,000 visitors each received a limited-edition commemorative poster and were the very first to experience the new operation. Staff and volunteers were present to answer any questions about the new Station. Seaton Tramway will officially host a grand opening later in August.

SEATON TRAMWAY IS A FUN DAY OUT IN DEVON

3 miles of unspoilt countryside along the beautiful Axe Valley

Seaton Tramway operates narrow gauge heritage trams between Seaton, Colyford and Colyton in East Devon's glorious Axe Valley, travelling alongside the River Axe estuary through two nature reserves and giving an unrivalled view of the abundant wading bird life.

The coastal resort of Seaton is now a gateway town to the Jurassic Coast, a UNESCO World Heritage Site, whilst the historic town of Colyton is described as "Devon's Most Rebellious Town" for its part in the Monmouth Rebellion of 1685. Explore this site for full details and then be sure to pay us a visit!





MAKE A DAY OF IT

Start your journey at SEATON and ride inland to COLYTON, one of Devon's hidden jewels, or start at COLYTON and arrive at SEATON, the gateway to the Jurassic Coast.

Seaton

Seaton nestles between Beer Head and Haven Cliff and is a gateway for exploring the Jurassic Coast. The town appeals to holidaymakers of all ages with its variety of independent shops, pubs and cafes. Seaton Marshes also provide great places to explore, by the famous Electric Tramway or on foot, with kingfishers, herons, foxes and little egrets to name but a few. Situated at the mouth of the River Axe, overlooking the magnificent blue waters of Lyme Bay. Seaton offers a wonderful pebble beach with safe swimming areas and a haven for yachtsman at the idyllic harbour at Axmouth. The South West Coast Path takes you along a magical cliff walk to Lyme Regis, just 6 miles away.

Colyford

Although technically a borough, Colyford was granted a charter by Edward I in 1341 due to its accessibility to the River Axe which allowed sea-going vessels as far as Coly Bridge. Today it is a picturesque village with a long main street and beautiful character thatched houses. Each year in September on the Saturday closest to Michaelmas, Colyford holds its annual medieval Goose Fayre.

Colyton

Dating back to Saxon times, Colyton is a little piece of 1950's England set amongst stunning Devon countryside. The hexagonal lantern tower of St Andrew's Church provides a landmark for the town and there is a host of most interesting houses, shops and pubs dating back to medieval times dotted around the pretty town centre. If travelling by tram, Colyton Station, Kingsdon, just a short walk from the town, dates from 1868 and is well worth the visit, not only for its famous cream





teas but also for the way it has been sympathetically restored in the old London and South-Western Railway style.

HOW TO FIND US

Travel by bus on services: 9A, 52, X9, 885, 899.

Nearest Railway Station: Axminster.

Sat Nav Codes - Seaton EX12 2TB, Colyton EX24 6HA.

Visitors are reminded that the car park at Seaton is a Pay and Display, run by East Devon District Council.

The recommended time for a return tram trip is at least 3 hours, longer at peak periods. A cheaper car park is available (£1.50 for a 4 hour stay) across the Underfleet road before entering the Co-op car park.

If you wish to visit the Gift Shop, Tramstop Café or the town of Colyton, please allow for this when you pay for parking at the Seaton car park. Parking is free of charge at Colyton Station.

CONTACT US

You can contact us through any of the following methods:

Seaton Tramway
Riverside Depot
Harbour Road
Seaton
Devon EX12 2NQ

Phone: 01297 20375

Email: info@tram.co.uk



COORDINATOR'S REPORT

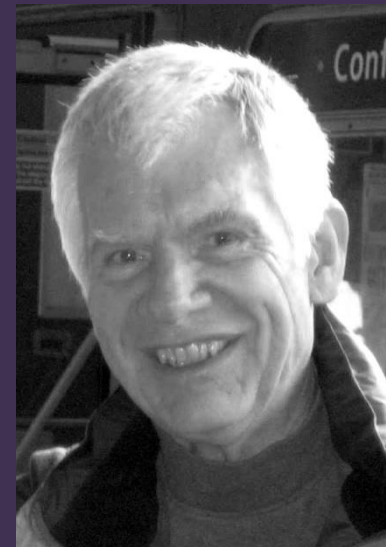


In the last three months four Associates undertook their Advanced Driving Tests resulting in one Pass and no less than three F1RST Passes. The names can be seen on the next page but perhaps a couple of names deserve particular mention. Firstly Andrew Hepworth who achieved his F1RST with a clean slate of all '1s', and Observer David Walton who mentored two of the F1RST class passes.

On the flip side of the coin, sadly, four Associates decided to not continue their mentoring and dropped out before taking their tests for various reasons. However we can be certain that they will still be better and more confident drivers than they would otherwise have been.

In addition to the above activities one Member's Assessment has been performed and two Free Tasters, one of which has already been converted into a full Advanced Driving Course. We have also signed up four new Associates of whom three have already started their Advanced Driving Courses while the other is due to start in August.

Simple mathematics shows that the number of Associates leaving our system was double the number of new Associates signing up so our twelve Observers are relatively underemployed at the moment, only four of them currently working with an Associate on an Advanced Driving Course.



By John Gilbert





Advanced Driving Test Passes

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

OBSERVED BY	
Pat Godwin	Barry Keenan
Alistair Gee (F1RST)	David Walton
Perry Chesterton (F1RST)	Hugh Todd
Andrew Hepworth (F1RST)	David Walton

The Membership Register

This quarter we have four new group members. We hope you enjoy your association with Wessex and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>CLASS</u>
Anna Crocker	Taunton	Associate
Susan Forbes	Huish Episcopi	Associate
Michael Fry-Foley	Ilminster	Associate
Michael Pinkney	Langport	Associate

We currently have 134 members of whom 6 are active associates

Statistics for year to end of July

	group	region avg.
Pass rate %	94	87
No. of F1RSTS	6	7.1
No. of observers	12	27.4
New Associates	29	43.0



Events Corner



Well aren't we having a wonderful summer? Temperatures soaring and the sun's shone for a fair few weeks on end. Absolutely glorious. Unless of course you don't like / can't cope with the hot weather in which case how awful it must be for you, but whether you're sun lovers or not, I hope you're managing to find a way to keep cool and hydrated as this very warm weather continues.

And talking of hot spells, the first really hot one I encountered was over the weekend of the 4th – 7th May at the Abbey Hill Steam Rally. The sun shone from morning through 'til dusk every day, but despite the great weather there just weren't the crowds that there should have been. Perhaps it was *due* to the great weather and everybody had taken the chance to pop off to the seaside for the weekend? It was, after all held over the May Bank Holiday.



**By Barry Keenan, Events
Co-ordinator**





Abbey Hill was our first 'event' of the season and was certainly the first time (in my tenure) that we've ventured down to Yeovil with our trade stand. My very grateful thanks to Andrew Griffiths & David Walton our outside events stalwarts and to Brian Howe & John Gilbert who stepped in at the last moment to help Mike Wotton run the stand on Saturday (when, oddly enough both Andrew & David were away attending the regional conference and I was off on babysitting duties for my wonderful little grandson). But my most special thanks go to Andrew Harrison, Kate Mair & Ella Waude of the WAM Volunteer Cadre who gave up their time to help out and gave such sterling service to WAM over the weekend.

My sincere thanks also to Paul Dean who though he readily offered his service, had to pull out at the very last minute due to an unforeseen problem. So to all of you, my most grateful thanks because without you, it simply wouldn't have been the success it was.

Our Member's Evening Guests this quarter were Cyril James and his chums who came to

talk to us about the history of the Cross Manufacturing Company and the internal combustion engine developments of Roland Claude Cross, their company's founder. Unfortunately I couldn't be there that night, but the feedback I had from many members of the audience was very, very positive, so my thanks not only to Cyril and his friends for coming and giving such an enlightened talk, but also to Andy Mayes for suggesting to me that I invite them in the first place.

If *you* have anybody that you'd like to hear talk to the group, on *any* subject, then please drop me a line and I'll see if I can organise their visit. Currently I'm planning our speakers for 2020, so they'll have a long enough lead in time to work us into their diaries!

Our next speaker of the quarter was Alan Billingham who came all the way from North Curry(!) to chat to us about his days as the Engineer in charge of building this section of the M5. Again he proved to be an enormously knowledgeable and dare I say, funny speaker who made me laugh out loud at some of his





anecdotes and the general goings-on, on site. A truly enjoyable talk and for those of you who were unable to come, all I can say is that you missed a treat.

The 4th July was our bi-monthly Committee Meeting. As you know, these meetings are closed to Members but if you'd like a topic raised for discussion and feedback to the group, please email David Walton on secretary@wessexam.uk and ask him to put your chosen topic on the agenda. After discussion, either he or the portfolio holder for that particular topic will get back to you with an answer.

Our Member's Evening on Wednesday, 18th July was given over to our annual Classic Car Show. Last year we had a staggering 60+ cars, but this year that number was dwarfed with in excess of 145 vehicles. They were even driving in through the gates just 45 minutes before the show was due to close at 9:30pm! I don't think I stopped smiling all night! (Full report and just some of the photos by Matt Murray to follow).

Without too much rest after the Classic Car Show, on the 29th July we'll be found once again at the 'Watchet Live' Carnival Fete on the Memorial Ground at Watchet. Aside from Andrew Griffiths and myself, this time we'll be joined by Andrew Harrison & Anne Bull who were of great help as stewards at the Car Show. So please, if you're in the area, do feel free to drop by and say hello.

We've been invited to set up our trade stand at 'West Country Minis' the 2nd Charity Mini Show being held at West Hunstspill (TA9 3RH) on Sunday 5th August starting at 10:30am. Unfortunately because I only learned about this show at our own Classic Car Show, it didn't give me enough time to work the date into our events calendar so we won't be going. However, I'm assured that this is a great show and in support of the 'Make A Wish Foundation'. For further information, please look at their website www.utmm.co.uk

Another reason that we couldn't go to the West Country Minis show is that on the 4th & 5th August we'll be taking up our usual place at





the West Somerset Steam Railway Associate annual bash at Norton Fitzwarren. This year looks to be as full of wonderful old agricultural, commercial and personal vehicles as well as a fair smattering of vintage military vehicles as there ever is. Never a show to disappoint, you could do far worse than spend your weekend there. Hopefully I'll see some of you there?

Wednesday 5th September sees the Committee in full 'Meeting Mode' once again. As usual, if you have anything you'd like to raise with us, send your queries to secretary@wessexam.uk for inclusion on the Agenda.

For the second year running (have you noticed it's the 2nd year for most things?) we'll be attending the Somerset Moto Fest at the Fleet Air Arm Museum, RNAS Yeovilton. This year it's being held on the 15th & 16th September and is another place where there's 'something for everyone'. As always I hope to see as many of you there as possible and remember, pop along to the WAM tent and say hello! I'm not sure where we're being sited this year (haven't received the notification papers yet) but we'll be there... somewhere!

Our guest speaker for 19th September is Adrian White. Adrian is the Managing Director of E. White & Son, a major funeral director in Taunton since 1905. Having entered the business in 1971, Adrian is now the third generation of his family to run the business. He's coming along to chat to us about his life as a funeral director and all things spooky!

Well, that's it for another quarter. Once again thanks for taking the time to read my scribbling's and I look forward to seeing you at our regular Member's Evenings over the coming year. Don't forget, our next big get together will be the annual Christmas Meal at the Oake Manor Golf Club on Saturday 8th December at 12:30pm so don't forget to book your tickets!

In the meantime, here's to your continued happy, safe and enjoyable motoring.

Barry,

Events Co-ordinator

T : 01823 – 254621

M : 07776 – 124001

E : events@wessexam.uk











SOMERSET MOTOFEST 2018

15TH & 16TH SEPTEMBER 2018
10AM - 4PM
FLEET AIR ARM MUSEUM, YEOVILTON BA22 8HT

FREE Event for all the family

Discount museum entry

SUPPORTED BY



FOR MORE INFORMATION GO TO
[http://somer-set-moto-fest/240/](http://somersetroadsafety.org/page/somer-set-moto-fest/240/)



www.facebook.com/somer-setroadsafety







SOMERSET MOTOFEST 2018

An entertaining 2 day event with something for all the family, whether you arrive on 2 wheels or 4, at the spectacular Fleet Air Arm Museum.

Exhibitors include main motorcycle, car and cycle dealerships, training organisations, associated Trade Stands, DVSA, Highways England, Emergency services, plus various demonstrations.

Test your skills on the motorcycle slow riding area, a prize for each day's best time.

Learn more about the safety features available from participating main car dealers.

Take an assessed ride or drive accompanied by an advanced rider or driver; try one of the demonstration bikes or cars from the dealers. Incentives available on advanced courses plus the chance to win a free bike or car course.

Children's play area plus food & drinks at the Swordfish Restaurant.



FOR MORE INFORMATION GO TO
[http://somer-set-moto-fest/240/](http://somer-setroadsafety.org/page/somer-set-moto-fest/240/)



www.twitter.com/SCC_RoadSafety





WAM 2018 Annual Classic Car Show

By Barry Keenan

What a glorious summer we've been having... and, I'm happy to say, continue to have. The grass is struggling a bit and the ground is a bit on the hard side, but from my point of view, that made for absolutely perfect conditions for the amount of cars that were parked on the Lady Alice Memorial Ground at Hatch Beauchamp on Wednesday 18th July at, yep you guessed it, our 2018 annual classic car show.

The WAM Committee, our Volunteers and I all arrived on site early at 3:30pm and started setup almost immediately. Certainly Tracey Bristow, our outside Catering guru was on site by 4 o'clock and already cooking by a ¼ past in readiness for the expected hordes. (tracey.bristow@hotmail.co.uk)

Our Guest of Honour this year should have been Paul Woozley IAM RoadSmart Head of Membership Services, but unfortunately he had to withdraw at almost the last minute due to urgent IAM RoadSmart business that

needed his personal attention in Welwyn Garden City. Instead, and at very short notice, Steve Williams, the Chairman of the Hatch Beauchamp Village Hall Committee stepped in as our Guest of Honour, and what a sterling job he made of it too. My sincere thanks to Steve for coming to our rescue.



Steve Williams, Chairman of HBVH Committee being greeted by Andrew Griffiths, Chairman of WAM





His usual Assistant Judge and trusted friend, Andy Harris being unable to attend this year, our Judge-in-Residence, Mr. Tony Vaughan-Read, had asked for some support in the judging team to help spread the load. We were very fortunate to be able to solicit the brilliant services of :

- Christine Williams, wife of our Guest of Honour who very sportingly stepped into the breach left by the absence of Mrs. Woosley.
- Bob Northover, who kindly donated the Sir John Timpson Cup which will now be awarded to the overall runner-up.
- Mark Deacon, last year's show winner.
- Hazel Prior-Sankey, last year's Guest of Honour and good friend of the Wessex Group.
- Alice Howe, wife of our esteemed President.
- Maggie Keenan my very own wife and muse.
As well as
- Colour Sgt Andrew Kemp,
- Cadet Samuel Ping and
- Cadet Max Brooks, all of Somerset Army Cadets.

Organising the show wasn't that onerous a task, believe it or not, but *running* it on the night, well that was definitely a 'team effort' and would have been a whole different kettle of fish if it were not for the superb efforts of each and every one of them. And whilst I'm sorry if this is going to sound a little like an excerpt from some speech at the Oscar's, but aside from our Judges, I really would like to name and thank the following people for their unstinting help in making the whole night the success it was.

- Andrew Griffiths (WAM Chairman) who worked tirelessly as our meeter, greeter and MC.
- Brian Howe (WAM President) our VIP's escort for the night.
- Isobel Jennings (WAM Treasurer) & Andrew Harrison (WAM Volunteer) who both worked wonders with running the raffle and raising such a great amount of money for the group.
- David Walton (WAM Secretary), our indefatigable Chief Marshal who directed all the arriving vehicles to their relevant marshals for parking.





Our 'Class' Marshals without whom the whole field would have degenerated into an unruly car-park: John Gilbert (WAM Associate Co-ordinator); Mike Wotton (WAM Support Officer); Guy Tucker (WAM Observer); Joe Caruso (WAM Volunteer) and Ella Waude (WAM Volunteer).

Supervising the Cadets on the main gate & manning the visitors car park: Sian & Glyn Bowen. (WAM Volunteers).

Running the Registration Tent & General Admin: Paul Green (WAM Observer) & Anne Bull (WAM Volunteer).

Photographer: Matt Murray (WAM Volunteer). What a busy little snapper he was... and the pictures? Well follow the link and judge for yourself.

https://drive.google.com/drive/folders/1osbA5WR07Zd7Xoe-AccVTcwjZ_kmVDLz

To each and every one of you; thank you from the very bottom of my boots! The show would not have been as successful without your wonderful and sustained effort, all freely given. Thank you one and all! ... See you again next year, by chance?!

(Please note that the copyright for these official images taken at the show belong to Matt. For permission to use and reproduce these images, please email him directly at matt.murr4y@gmail.com) (Please note that any photographic images not taken by Matt were not sanctioned or approved by the WAM Committee).

For those of you who were able to attend, you will also have seen quite a few Army Cadets wandering around. (Including our 3 Cadet judges). These young men and women were courtesy of Major Glyn Lancey of Somerset Army Cadet Force who fielded 20 Cadets to serve as Marshal's runners. (My son commented that whenever he saw me I had a military escort. He didn't know if they were my honour guard or I was under Military Arrest!)

And finally I'd also like to take the opportunity to thank the entire Committee of Hatch Beauchamp Village Hall for allowing us free reign of the hall and grounds and for the support that they gave us. Without their generous and enthusiastic input the show definitely wouldn't have happened!





Last year we had 64 cars and a classic 'bike on the field; this year we had 145 cars registered, with a whole pile more who arrived too late to register (for the judging) plus a contingent of classic 'bikes. Clearly next year I have to add in a 'bike class!

Once again we had a really eclectic mix of cars (and 'bikes) turn out and what a really sporting bunch of owners, too!

This year we split the show into 6 different 'age' classes ranging from pre-war to cars of the millennium, plus of course, the American Contingent. With so many cars from so many eras (and continents) I really didn't envy the role of the judges in trying to work who should be 'top of the class' or 'best in show'. But judge they did and eventually selected Barry Griffin's superb 1970 Mk.1 Lotus Escort 'twin cam' as our 006 Cup Winner (1st) and James Hickman's beautiful 1935 Singer 9 'le Mans' as our Sir John Timpson cup winner (2nd).

Unfortunately it seems that our Singer 9 left the field before Matt was able to immortalise it in pictures, but he did get one of Barry's immaculate Mk. 1, albeit with the bonnet up. (What is it with the classic owning fraternity that they keep wanting to show the oily bits and not the sleek lines of the car? I mentioned that to one of the said fraternity who accused me of being a philistine!)





Now, whilst we may not have a picture of his car, here's James being presented with his cup by Bob Northover who kindly donated the cup to us.

But enough of me prattling on, here's a sneak peak at just a small selection of the cars that were on the field. To see the rest, follow the link https://drive.google.com/drive/folders/1osbA5WR07Zd7Xoe-AccVTcwjZ_kmVDLz to have another chance to see what was there... or, if you weren't able to attend on the night, to see what you missed. And boy, did you miss a treat!

To be fair, there were far more vehicles on site than Matt was able to photograph, but that was mainly due to the fact that they kept coming after he had to leave. As you can imagine, we didn't turn anybody away but even so, I was still very surprised to see 'new' exhibits entering the gates as some of our 'old' exhibitors were trying to exit it and we were thinking of closing the show! What a fantastic turnout.





Jim & Jean White's pretty little MGC GT



Mike Wotton's gorgeously throaty Triumph Stag



Martin Bowden's 'cool' Sunbeam Rapier Fastback



David Gough's wonderful 1964 Austin A40 Mk.2



Claire & Julian McLaughlin's really stylish Morgan Aero 8



David Ramsbottom's superb Aston Martin DB7



Nick Gibbon's really appealing 1960 Borgward Isabella



Andrew Griffiths' lovely Jaguar XJ-SC which, he tells me, is a completely original example



So there you have it. Just a few of the wonderful machines that were brought along by their proud and loving owners to support our show this year. And just in case you were wondering, yes, I've already starting working on next years meet which will be held on Wednesday 17th July 2019. Same time, same place.

Our Guest of Honour next year is Amanda Smith IAM RoadSmart Head of Field Service Delivery, and I know that already she's looking forward to joining us at our little soiree. As indeed, I look forward to seeing you there too. So, bring a car; bring a friend, but definitely... bring yourself!

And finally, just to show that the night wasn't all about the exhibitors and their wonderful machines, here's Perry Chesterton being awarded his very well deserved 'F1RST' pass certificate by our Guest of Honour, Steve Williams.

Perry's Observer was Hugh Todd. Well done Hugh, yet another 'F1RST' to your credit.

And who knows, hopefully we might be able to persuade Perry to train to be an Observer? Perry? ...



So again, my sincere thanks to all the helpers, caterers, exhibitors and visitors who helped to make this, our 2nd WAM annual show a really wonderful success. If you'd like to register your vehicle for next year's show, then please feel free to contact me on either 01823 254621 or 07776 124001 or email me at

events@wessexam.uk

Barry



Uganda. *The Pearl of Africa*

By Roger Redman



I am going to Uganda to help build a nursery school. The school is in the Rushararazi area north of Rukungiri and overlooks the Western arm of the Rift Valley. Due to severe drought, the harvests have failed for many seasons in succession and as a result some families make



The nursery building



The school building

do with one meal a day. Water and money are scarce and the majority of parents cannot afford school fees. Children have no shoes and many of the clothes that they wear have holes. The village is a one hour drive from Rukungiri the closest town where we will be staying!





This is the 5th time I will have been to Uganda to help in this area. Uganda is known as the Pearl of Africa. This year we will be focusing our efforts on Rushararazi School, which is a church-based, government-run primary school. We'll be building 3 new nursery classrooms as well as renovating current school structures to replace the existing poor facilities. We also aim to construct a water tower to harvest 30,000 litres of rainwater to ensure that the school has an adequate supply.



Inside

Against the backdrop of the Congolese mountains, overlooking the Rift Valley, the hippos wallow in the waters in the river below and baboons lazily sit and watch the day go by. This location is simply stunning.

One of the previous schools I have helped to build was having 3 classrooms built to replace mud wall and tin roof buildings, one of which had collapsed in the rains the previous year. These classrooms are very dark inside, very dusty and then have the shutters closed when raining. The children and staff were very welcoming, the local builders we worked with were excellent at showing us what to do, health and safety was not quite the same as here. The children walked to school, some for an hour. They eat bananas and other hedgerow food on the way. They are then taught by rote as we would have been in the 1960s. They have little concept of play, they needed to shown how to extract a toy car from the box and then zoom it down a slope; banana bark is excellent for this as it has grooves and can be run from one to another if there is enough height.





Playing with toy cars

We returned two years after we had built the classrooms, the outside was tidy and looked after, inside was white, light and airy. The school results had also improved and the villagers had spruced up some other classrooms on the site. This showed us the project had been well worth doing.

Arriving in Entebbe is your first sight of the country, Lake Victoria sweeps away to the south and to the north is the metropolis of Kampala. We were met by our bus and driven to a hotel for the first night, the next day we drove to Rukungiri. The main roads are now tarmac but are well worn. There are lots of bikes,



The Bus

motorbikes, and minibuses on the roads. Other roads are graded sand/stone and can have many pot holes.



Typical local road



Some villagers have push-bikes, these are also used to transport local goods. Locals use motorbikes as a taxi service so they carry a lot on them, up to five people, driver, mum dad and two children!

For travel between villages there is often a minibus service; these are 12 seat but frequently have many more plus bulging roof racks. These stop at a moments notice when hailed from the roadside and stop for fares regardless of where they are.

Then for travel between larger towns, there are coaches, again frequently full, these are the kings of the road, drive as fast as they can, assume everything else will give way and only stop at designated stops. Lorries are also on the roads; these are generally slow due to the excessive load they carry. Where roads have been improved there are recently a very small number of articulated lorries.

The best road safety feature in Uganda is the excessive weight of vehicles. This, with their age and mileage (none; new most ex Japan), considerably slows them down.



Local Delivery





Another local delivery

The number of people squashed inside the minibuses also helps when disaster strikes as there is no chance of moving far, the most exposed are the driver and those in front. The only high speed traffic is the occasional fast Motor Bike or large smart 4*4 normally a white Nissan Patrol or Toyota Landcruiser. In Kampala traffic is abundant and queuing frequent, road lane marking non existent and frequent horn blowing and waving; any gap and a motorbike will be in it!

I undertake this work through a charity called Mission Direct. It is a Christian organisation but

is happy to take people as long as they support the Christian ethos, you do not have to be a practicing Christian. If you wish to Donate please go to www.missiondirect.org/donate/ click one off and put Rukungiri in the description. Thanks very much. Roger Redman.



Local Garage



Got that wrong!





S.V.S. The Keys to Positioning

By Nigel Albright

You read through books and publications on advanced driving and look for keys to the sound knowledge of the author. One of these, of course, is to look for System. An even better indicator is how they suggest speed is reduced. But another is to seek out their views on positioning and what its basic precepts are.

It is interesting that very few writers seem to really know about this. Yes, they gleefully talk about positioning for one reason or another; and, of course, positioning for bends in which view is often considered paramount. Often a measure of stability is thrown in for good measure and probably more so if they have a rallying or racing background.

Unfortunately, the 2013 edition of Roadcraft doesn't even touch properly on the basic foundations of good positioning. But much of this was, and still is, covered at Police Driving Schools, and **Safety, View and Stability** as the basic precepts, was taught at Devizes*.

There they made specific reference to these factors as the basics of positioning, particularly for bends. On top of that they went into the subject in some detail. But it is important to understand that the basic principles of positioning do not apply just to bends; they apply at any moment in time on the road.

THE BASICS

Firstly let's look at positioning for **stability**, because in many ways this is the simplest to deal with. At a rough guess a vehicle travels in a straight line for perhaps 50% of the time; for the rest it is on some sort of curved path with the associated forces acting upon it. A vehicle is also in its most stable configuration when travelling in a straight line and the basic rules of acceleration and braking are also 'in a straight line'. So it certainly makes sense to look for situations where the vehicle can be kept in, or close to, its most stable configuration for as much of the time as





possible. There are also less stresses on the suspension, less wear on tyres and it is generally more comfortable for the passengers. Where the performance of a vehicle is concerned then stability is a factor the driver should be conscious of all the time and that is related to the important subject of 'Forces acting on a vehicle in a curved path'. Of the three stability is perhaps the easiest to deal with because it is always subservient to the other two.

Safety and view, however, cannot be taken as separate entities. In fact the subject could be a perennial one because of the interwoven affair between these two. It's a sort of love/hate relationship. Each one may have a good reason for taking priority at any moment of time; but the only certain thing is that safety will always win if there is a clash of interests. There are, however, many situations when getting the view will assist safety because we can then see and plan further ahead, but we must always remember that this has the proviso of safety added to it. And so it goes on. Do we maintain good view here or sacrifice our position for safety? Should we position for safety here and lose our view together with the observation and planning which goes with it?

You have the 'heavy' parked on the nearside blocking off view down the road. You will have to go over the centre line in order to overtake it. Do you go closer before trying to get view, or do you get view earlier which enables you to get a better assessment of road conditions further down and make an earlier decision on whether to wait or go?

Ahead is a blind junction on the left; no pavement to give you a buffer zone so let's be well away from this, in fact up to the centre-line would be good. That will be the safest position and also the view into the junction will open up that much earlier. Ah, but now you see the cyclist coming the other way and the on coming traffic setting up to overtake it and overstep the centre-line. What is your decision now?

FOLLOWING

A particularly good example for the relationship between safety and view is found in the *following position*. The further back one is from the vehicle in front the better the view for both observation and planning. But equally, if not more importantly, the better the chance of pulling up safely if the one in front does an





emergency stop. Of course being further back means you have a chance of seeing in good time what the driver in front pulls up for at the last moment. In this case it's a good example of safety and view complementing each other. The following position is different from the *hold-back* or *contact* position prior to an overtake.

BENDING IT?

However, the classic examples for safety, view and stability are found on bends. Firstly we have the right hand bend - and we assume these are closed bends.

The ideal position on the approach to a right hander is, as we know, to the nearside - but why? The first, and most common reason given, is for view; fair enough. Obviously the view will open up earlier by virtue of taking this position. If you ask people to develop this, they may then come up with some rationale based on stability because obviously from a nearside position it will be possible to make the curve through the bend less severe than the bend itself.

So far so good. So where does safety come into all of this? Is it because if we can get our

speed right we can stop in the distance we can see to be clear; by being on the nearside we can see further through the bend and therefore have an earlier view of a hazard ahead? Well one cannot argue that that is an important aspect, but it is not really what safety is about in this context. When we talk about positioning for safety we are generally referring to the lateral positioning of a vehicle in its half of the road and the related threats to its safety.

If you stand near a bend and watch people driving through it what sort of line do you see on average? Would you say they oversteer slightly, in which case the line will be tighter than selected or, do they understeer and go wide of the line chosen? Almost without exception you will find the latter is the case. Often you will see additional steering being put on as they go through the bend to compensate for the developing understeer. Bear in mind that understeering vehicles are intrinsically easier to control. As far as I know all vehicles are designed with initial understeer for that same reason; additionally front wheel drive vehicles have inherent understeering characteristics anyway; even if car designers do try to disguise this. The picture unfolds.





Now let's look at the average person's ability to judge and adjust speed for bends. Do you think it's fairly good or not? Add to that drivers who tend to use the performance of their cars, or lorries(!) and what then? Well obviously the exit area of a bend is one where the danger is potentially greatest. So in ideal circumstances where would you like to position your vehicle now on the approach to a right hander when looking at safety? Yes, you would like to be as far away from it as possible wouldn't you, which means on the nearside.

TO THE RIGHT...

Let's go back and look at safety, view and stability in relation to this straight-forward closed right-hander. The ideal is to position on the nearside for **safety**. It also happens that this is a good position for **view** and additionally it is a good starting-point for **stability**.

But now we are approaching a similar bend with a junction on the nearside, what then? Well obviously it would not be prudent to position so strongly to the nearside, but you also still have the offside threat of vehicles exiting wide from their left hander. So reasonably a centre-line position might be

best. But, having moved further to the right what happens to the view? Obviously it's reduced, which means less view through the bend and that affects the limit point, so speed might need to be further reduced. In turn this revised position for starting into the bend will affect the line taken through the curve and that will affect stability. So here are two reasons for reducing speed, view and stability. But it might also be prudent to have a reduced speed in case anything jumps out from the junction on the left; so that you have more control if the unexpected happens. And back again we come to safety being at the top of the list. This means that for a right-hander we position to the nearside for **SAFETY, VIEW & STABILITY**, subject to any nearside dangers.

...AND TO THE LEFT

Now what about the left hander, bearing in mind that the view to your side of the road opens up last here? A strong offside position is clearly ideal; it's obviously a good position for view and, indeed for stability. One might also reason, it is good for safety because you are on the offside part of the road away from any junctions which might be on the bend. But,





generally junctions on the inside of bends are not nearly as common as oncoming traffic over the centre line. Apart from which you will normally see a warning sign or a finger-post pinpointing such a junction. So the major threat here is potentially from oncoming traffic.

Here again, looking at average driver behaviour; if people are coming into a bend too fast they tend to turn in early. This means a shallower line and often to overstepping the centre-line; but generally nearer to the apex of the bend rather than at the back of it.

So, on a left-hander it is important to sacrifice the position for safety if there is subsequent oncoming traffic over the centre line. In summary, the position here is to the offside for VIEW & STABILITY, subject to SAFETY.

And that's only dealing with closed bends; getting onto variations of open bends expands the permutations considerably. On top of that add in all the various options you find in town and other road conditions, whip them up in a blender and you have variations which will keep you going for ever.

CLEANING UP THE LINE

However, before leaving the subject we had better deal with the perennially thorny subject of 'straightening the line' which often involves overstepping the centre line. I have seen it done well and safely, but I have also seen it done badly which means potentially dangerously; often by those who do not properly understand the subject and who want to show just how good they are!

Again, as always, the underlying principle is, 'Is it safe? So in examining the safety aspect we will look at where we might be most vulnerable.

However before that, let's look at the advantages of 'cleaning up the line'. Many will justify it by stability. Fair enough, there are less lateral forces acting on the vehicle and that has to be a more stable configuration. On top of that it will principally be more comfortable for passengers. Certainly if any real progress is being made, then stability may be a major factor; the less lateral forces and weight transfers the better.





But what about view? The one thing we should know by now is that better view means seeing further ahead, means earlier observation, means earlier planning etc. And better view can also, and very importantly, mean an earlier decision not to go; so there is certainly a good case for view and improved forward observation (as the term goes). This can also mean enhanced safety because more information is gained earlier on which to make a decision. Additionally, in some situations, you not only maintain the view but cleaning up the line conveniently puts you further away from a potential danger on the nearside if there is nothing to threaten you on the offside.

The big question is 'can all of this be achieved and at the same time be consistent with safety? If it can't it is not on, period. So what are the major dangers to look out for? Well danger may lurk anywhere there is restricted view. Remember that what you can't see can hurt you. Considering that, in many instances cleaning up the line will be done in rural road conditions, there will generally be no pavements and the hedge line may come straight up from the side of the road. So this makes these 'closed' rather than 'open' bends.

This is the worst possible scenario and therefore the one which we should look at most closely. The closed bend environment also means blind entrances on to the road with all the associated dangers that those offer. Nearside, blind junctions are bad enough, but offside ones are even worse as you will come to realise when we deal with overtaking.

So the major area of danger is going to be blind off-side junctions or entrances which are tucked in at the back of a bend. In other words they are, on the approach, initially obscured from view until you can see past the apex of the bend. And this is what you have to be very careful of when straightening the line. There is no value in having all this view down the road and the stability which goes with it if you haven't checked all the blind areas as well. A good summary of this is to be able to see all the road surface for some considerable distance ahead. And always remember the maxim; 'So long as it is safe'.

Police traffic vehicles (for that is the general public's perception) are in the invidious position of being looked upon as the example to follow and, ideally, the epitome of all which is written in Roadcraft. Unfortunately, they





get hoist with their own petard and, understandably the drivers and driving schools have become particularly sensitive as a result of it. The problem they face is that having studied how to do it properly, if they straighten the line they will also have checked all the factors before hand. The average road user seeing this will say, 'Ah ha, so that's the way to do it', and proceed to clean up the line willy-nilly with potentially disastrous consequences. As a result police driving schools have a mandate not to do it if anyone else is around, which is also understandable. And, of course, this has permeated through to the advanced driving organisations, which is equally understandable.

Just so that it is in print, it goes without saying that cleaning up the line at no time involves overstepping continuous white lines.

From your point of view know and understand the basic principles well, and if you are going to do it, check it is completely safe beforehand. Then, in principal, you can't go wrong. But if you are not sure about doing it safely then don't even think about it.

JUGGLING THE GREYS

As you can gather, part of the fun and the mental stimulation of driving is in the constant analysis and decision related to safety, view and stability. Very seldom does any one of these stand completely on its own; you are forever juggling them around in their respective grey areas.

It's more akin to a mobile chess game, but build in a reasonable measure of unpredictable behaviour, such as is generally found on the roads, and you can add a bit of Russian Roulette for good measure. It should give us enough mental exercise for the time being.

Now, where was I? Rook to King's Bishop three and which one has the gun?

**Devizes Police Driving School is no longer in existence. It was the original 'regional' police driving school which was started in 1946. This first regional school should not be confused with the first police driving schools, Hendon, Preston and Chelmsford, which were started prior to WWII, each serving forces in their area.*

Authors note:

This article was originally written in 1980s as an integral part of a twelve drive IAM group training programme which became the D12 manual. This went on to be used with two RoSPA car groups for which I was also Training Officer.





Messages from Grateful Associates

I was delighted to pass my recent test and couldn't have done it without my observer Barry Keenan's excellent guidance. The drives were always taken seriously but Barry was able to make them fun at the same time so that every drive was an enjoyable experience. Thank you Barry!

Pat Godwin

Last week I passed the RoadSmart Advanced Driving Test and I just want to say thank you to Andrew Griffiths for helping me get through it. He was generous with his time and was always encouraging, giving the positive feedback and support that made me think I could do it. Andrew has an encyclopaedic knowledge of everything to do with vehicles and roads and I enjoyed learning about aspects of driving which were new to me. The whole course was really interesting and I now find driving much more rewarding. Best of all, the drives with Andrew were accompanied by lots of laughs which generally make things go better and certainly made for a memorable learning experience. So, thank you, Andrew.

Rosie Benson





A few years ago I mentioned to a driving instructor friend of mine that I no longer enjoyed driving. I was feeling quite downhearted as I remembered, at the age of 17, desperately wanting to learn to drive and how my father carefully selected an instructor to teach me well. I passed my test at the first attempt and that was the start of forty years or so of happy motoring. So what had altered? My friend spoke understandingly. He also mentioned the IAM and the structure of its local groups. It was not until I read an article in the local newspaper that I finally decided to act. That call set the wheels in motion; John Gilbert contacted me immediately and in next to no time my assessment drive with Barry Keenan had been arranged. After a nervous start I

soon began to enjoy the drive and tried to assimilate all the useful things that I was being taught. My grades left plenty of room for improvement and so I decided (with a little encouragement) to take the Advanced Driver Course. Guy Tucker was allocated as my observer and I would like to thank him for his help and patience and for generously giving his time to enable me to improve my driving. Of course I was thrilled when I passed my test but I did miss our weekly meetings. Thanks also to Andrew Griffiths who took me out for a pre-test drive that certainly helped me to focus on my actual test. My challenge now is to keep honing my newly acquired skills... and, most importantly, to celebrate the fact that I have rediscovered the joy of driving.

Pauline Wills





Wessex IAM Visit to Cross Manufacturing 1938 Ltd.

By Ralph Coulson

Members will remember that at our May club night we were entertained by a presentation from the Chairman and two members of staff from Cross Manufacturing 1938 Ltd.

They came armed with two vintage motorcycles and several interesting 'mechanical' artefacts. On conclusion of their presentation they offered a general invitation to visit the Factory and Museum at Bath.

Fast forward several weeks and emails to agree a mutual date, Mike Wotton, Ralph Coulson and Keith Hewett arrived at the Head Office of Cross Manufacturing in Bath. We were greeted by Rodney Cross, Chairman and Cyril James, Engineer (Retired), both of whom directed the presentation.

During civilised tea and biscuits we were given a detailed description of the Company's past, present and forecast of the future. It quickly became apparent that both Rodney and Cyril are passionate about the Company, its history and products.

Rodney, Company Chairman, is the son of the Company's founder, Roland Cross. Cyril has worked for the Company since leaving school, is now a retired engineer and retained by Cross Manufacturing on a part time basis as a consultant and ambassador.

The official factory tour usually starts at the Museum, however, we diverted to the Design Office where we were introduced to Component Detail design and Jig & Tool design. All on a CAD basis. A fascinating fact, the company work in imperial measurement – converting to metric where necessary.

The Museum houses many of the early examples of Roland Cross's inventions and development work. Roland Cross was the inventor of the unique Rotary Valve Internal Combustion Engine, Liner-Less Aluminium Cylinder (combined with drawn wire piston rings) and Carbon Steel Piston Rings, amongst many others. This early 'pioneering' work eventually led to the Company's primary product: the high pressure, high temperature sealing ring.





During the rest of our tour we were shown, in detail, the process of how many of these rings are produced in high volume at a very exacting quality level, ranging from as small as ½ inch up to 6ft diameter. Emphasis was placed on the importance of accurate record keeping and the need to provide detailed traceability of all products going back as far as the first components manufactured. Confirmed by regular audits by the many interested companies and quality standard authorities.

The heat resistant wrought alloy steel rings are used in many applications, including turbo-chargers, jet engines and power generation. Export markets include USA, Germany, France, Spain, Japan, China and India. 'A family owned Engineering Company, doing very well for British Exports'. 85% of product is shipped directly abroad.

110 million turbo charger sealing rings, of all sizes, were supplied last year. Applications include, cars, vans, lorries, buses and earthmovers.

If you have a turbo-charger fitted to your car and they are becoming increasingly popular, then you most certainly will be relying on

'Cross Sealing Rings' for that 'surge of power'!

It is essential that a successful modern manufacturing company adopts the culture of excellence applied to product development, attention to detail, product quality and care of a company's most valuable asset, Personnel. All of which were amply demonstrated to us at Cross Manufacturing. A medium sized progressive company, deep in the English countryside. 'Makes you proud'.

Our visit concluded with a genial pub lunch when we were able to express our thanks to Rodney and Cyril.

For further information on the Company go to www.crossmanufacturing.com

Ralph Coulson, Wessex Advanced Motorists

Footnote

Having asked Cyril James to 'look over' this article, his final comment was: 'I met with Rodney (this morning) and Rodney expressed his pleasure at being able to have us visit and other members would be most welcome in the future'. For those members interested in precision engineering and modern manufacturing, a further visit could be organised.





Why I decided to submit to the Masters Test

By Neill Sedgwick, IAM RoadSmart examiner



Like many in my position, I started my examiner 'career' as a serving Police officer with a current advanced rider Instructor certificate; there was a currency to my skills and therefore I had credibility for the role. There was good reasoning for the need to submit Police officers to an advanced refresher course every three to

five years and instructors to annual peer assessment, due to the skill fade which we all can suffer from, to some degree or other. So why should it be any different as an IAM RoadSmart examiner?

I have never been a fan of tests or assessments, they have always brought me out in a cold sweat, but we must practice what we preach. I am always encouraging riders to take on some form of post-test training such as with IAM RoadSmart or suggesting the benefits of feedback from their peers, so I have to follow my own advice!

Having left the Police service in 2016, my last instructor assessment was also in summer 2016. I thought it was time for CPD to assist in my credibility for the role as an examiner, and equally for my new full time occupation as Road Safety Coordinator for Somerset Road Safety with the portfolio for all PTW's (powered two wheelers).





I am on the RPMT (now known as the DVSA Enhanced Rider Scheme register of trainers) for the provision of rider training within the role which I then use to encourage take-up of more formal advanced courses. For those of us now outside any formal training structure such as the Police, I firmly believe taking assessments such as the Masters test can only be of benefit to us personally. Anyone looking in at IAM RoadSmart can rightly ask who they are being examined by, so we need a credible answer. How was the Masters course? Very good actually, as it did force me to think again about my riding and how I portrayed myself as a motorcyclist. I'm pleased to say I was successful, so that proves I can still do it! So don't be shy - if it has been a while since you were last reviewed then get in touch with your area service delivery manager and go out for some peer to peer riding or driving.

October Members' Evening

ANNUAL GENERAL MEETING

The Group AGM will be taking place and all members, associates and friends are invited to attend.

After the AGM, Robbie Downing will be our guest speaker; his topic

Myths of The Masters Course

Robbie is IAM RoadSmart Area Service Delivery Manager for Region 4 - West Central England and Wales

**Wednesday 18th October 7:30pm
Hatch Beauchamp Village Hall**



Never meet your heroes

By Rodney Kumar, IAM RoadSmart senior communications executive

When I say 'never meet your heroes' I don't mean in terms of people you admire – I never got a chance to meet racing driver Ayrton Senna, but I have had the pleasure of meeting and working with 1992 Formula 1 World Champion Nigel Mansell several times in his capacity of IAM RoadSmart President, and talk at length with him about his career and viewpoints.

What I mean is the cars I always had a soft spot for personally, those cars I loved when I was growing up. At my age, I regard the classics as cars like the Ford Escort RS2000, Ford Cortina Mark IV and V, Ferrari 308 GTB, Aston Martin V8, the short lived rally-derived Ford RS200, Lancia Delta Integrale, and so on.

A number of years ago attending the Western Group of Motoring Writers' Test Day at Castle

Combe circuit, I had the chance to drive the Ford Sierra 2.3 Ghia from 1983. At the time this was the futuristic, space-age replacement to the conventional Cortina, the car to take Ford into a new era. I even had the Corgi toy version of this car.

Having got behind the wheel to try out this car I'd long admired, what did I find? It was old-fashioned, clunky, with cheap plastics, and an interior that looked like Fisher Price. Those space-age glowing graphics on the dashboard looked tacky, and it handled like a barge – on a choppy day.

After 15 minutes of this, I was pleased to hand the Sierra back. So what did I conclude from this disappointing exercise?

What I can say for sure is that cars are always getting better. In real terms prices of cars are



falling. They hardly rust any more, reliability is 100 times better than it was and the safety features they now have are mind-boggling. Consumers have pushed the demand for better safety in cars and manufacturers have had no choice but to respond to that. Euro NCAP initially wasn't taken seriously by car makers – until they realised that a five star rating was a real marketing benefit, something the public responded to. So safety became a selling tool – and one that worked and benefited everyone.

I guess the point of my experience with the 1983 Sierra is that time moves on and what was once considered good, quickly becomes dated. Not that this car or its rivals were ever bad, but it was 'acceptable in the 80s' as Calvin Harris once said!

So I am thinking, if I ever do get the chance to drive a Cortina, I might just turn it down.

The Ferrari on the other hand...

November Members' Evening

A talk by Andy Ware



**Andy is a member of our group
and one of IAM RoadSmart's
examiners; he first started
carrying out tests for the group's
associates in 1997**

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



Putting a brake on pollution

By Tim Shallcross, IAM RoadSmart's head of technical policy and advice

It's a sad fact of life that solving one problem almost invariably causes another. The widespread use of diesel engines in cars has helped to reduce transport carbon dioxide emissions to combat climate change. An unwelcome side effect has been the increase in urban pollution from diesel exhausts.

One ingredient in this pollution is tiny soot particles, referred to as particulate matter. They are so small, less than 2.5 microns in diameter, they can penetrate cells in the lungs and trigger cancer. Any particle that small can do the same; it's the size that makes them a health hazard, not what they're made of. It's a serious concern because roughly three times as many people die prematurely from particulate related illnesses than die in crashes on the roads.

Diesel particulate filters are now fitted as standard to all diesel vehicles to remove the soot from the exhaust before it enters the air, and these are gradually starting to have a beneficial effect.

However, there have always been other sources of particulate matter, notably brake dust. Cars, trucks and buses used to have drum brakes which kept most of the dust inside the drums, but were prone to overheating under repeated use, leading to brake fade.

Disc brakes came along from the 1960s onwards and are now almost universally fitted, with great resistance to brake fade. The brake assemblies are largely open to the air and stay much cooler, but nothing now contains the dust





as the brake pads wear away; it all gets into the atmosphere, apart from that which coats your wheels.

If you have ever wiped this black powder from your wheels with a finger, you'll have felt the impalpable nature of this dust; the particles are about the same size as exhaust particulates and can do exactly the same harm. As soot levels fall, the proportion of brake dust as a pollutant rises and the government is already looking at ways of controlling brake dust.

Technology will be part of the answer; regenerative braking slows the car down by making the wheels charge a battery. As well as being good for energy efficiency, this is pollution free braking. Manufacturers are also developing brake materials which create far fewer of the harmful particles.

However, driving style can dramatically affect how much brake dust is created. Drivers who rush to the next set of lights and then stand on the brakes at the last second not only produce far more pollution from the exhaust, they are spraying large quantities of harmful brake dust into the air.

A driver who looks well ahead, releases the accelerator early to let the car slow down and only brakes from a low speed for the last few yards before a junction will produce very little brake dust. Recognise that style? Of course you do, it's taught in our advanced courses!

Driving the IAM RoadSmart way not only reduces casualties from crashes, it is also a very effective way of tackling the high number of deaths caused by pollution in our towns and cities.





WESSEX ADVANCED MOTORISTS

Annual Christmas Lunch

to be held at

OAKE MANOR GOLF CLUB

Oake, Nr. Taunton, TA4 1BA

on Saturday 8th December 2018

12:30 for 1:00pm

Please contact Barry on *events@wessexam.uk*
or 01823 254621 to book your place

Menus and booking forms will be sent out with the AGM notice and membership renewal invitation in early September





A serious bit of clowning around

By Gary Bates, IAM RoadSmart's marketing manager

Have you ever wondered why cars are the way they are? There are of course lots of different types of cars, with various engine types and seating configurations, front or rear-wheel drive, 4-wheel drive and huge numbers of optional equipment. Ignore all that stuff for the moment; I'm talking about the fundamentals of car design. With very few exceptions, they all follow the same basic formula, in that the controls are positioned in such a way that they allow only one person to determine the speed and direction of travel. I know there are certain 'common-sense' reasons why we've settled on this formula, but I'm sure I'm not the only one who finds it terribly boring, and wonders why we haven't explored a broader range of solutions.

Why shouldn't there be more than one driver? For all sorts of challenges in life, people are very quick to offer such platitudes as 'a problem shared is a problem halved' and 'two heads are better than one', so why not for driving a car? There might be benefits for road safety. Some drivers can be very ignorant of others. Perhaps if they were made to coordinate their actions with someone else's, their decision-making would become less selfish. They'd certainly have to slow down and plan ahead to make sure that both co-drivers were singing from the same hymn sheet. We have dual controls for learners, so why shouldn't all cars have them? An extra set of eyes, limbs and reflexes can't be bad. And what's to say that all the seats have to face the





same way? In fact why can't cars have a driver's seat and controls at both ends? You'd be able to drive forwards into a parking space, and forwards out of it again. In a bit of a tight spot? Get a friend to steer the other end for you, adding four-wheel steering into your car's manoeuvring repertoire. All the major car manufacturers are trying to make cars driverless when they should really be developing technology to accommodate multiple drivers.

I'd better qualify all this by admitting that I've always had a penchant for the absurd. Adult life seems to place an awful lot of value on seriousness, logic and conformity and the occasional indulgence in the pursuit of the wacky is necessary to redress the balance. Given that there are oddballs like me out there, we can be thankful that there's a bizarre cottage industry devoted to indulging our avant-garde motoring fantasies, within the relative safety of an off-road environment.

My recent birthday treat was a day out at the Auto Circus in Birmingham. The guys who run it clearly are a little bit unhinged, but there's no denying their spirit of innovation, or their mechanical prowess. Their reimagining of how a car could work has resulted in a fleet of formerly mundane motors re-engineered in extreme ways, including a Corsa with castors, and a Punto that turns in the opposite direction to the steering wheel. Why? Because why not. They do have a rather nice old Peugeot, notable for its comfortable leather seats and comfortingly unmodified condition, but this is for use in a blindfolded driving challenge! These cars were all great fun, but for me, not the stars of the show. The real fun was to be had with a couple of marvellous contraptions that required a bit of team work to be driven to their full potential.

As its name suggests, the Push-Me-Pull-You is an aberration similar to the creature from Dr Doolittle, except in this case, it was apparently





the result of illegitimate inbreeding between a couple of Ford KAs. Having two front ends facing in opposite directions gives it ability to turn in very tight circles, or to be driven diagonally, as determined by the relative directions of the two steering wheels.

Successful manoeuvring of the Push-Me-Pull-You is governed by the level of cooperation between the two drivers, so if you're the kind of couple who can't even agree on whose turn it is to cook dinner, then you might find you're not very good at this.

If that describes you and yours, then you might get on better with driving the Double Decker, which involves little in the way of conscious cooperation but a fair amount of trust. Constructed by bolting one car on top of another, with the steering in the top car and the pedals in the bottom one, the Double Decker is actually a bit more like a ship: the amount of body roll is enough to induce nausea in those without fully developed sea legs and communication between the 'bridge' and the

'engine room' would benefit from some sort of intercom system. In the absence of such a system, progress around the slalom course requires both drivers to communicate using some kind of telepathy.

As it turned out, the necessary coordination came surprisingly quickly, although this was partly due to the knowledge that there was nothing of any importance to collide with! However, it was also a product of both drivers actually having to think about the relationship between speed and steering and to allow a little bit of extra margin for error. Now, I'm not really trying to draw a parallel between the Auto Circus and advanced driving, but what made the whole day interesting was the way that each of the various contraptions, deranged as they are, highlights a particular aspect of car control that we all take for granted in our daily driving and confronts you with it in a way that a normal car never could without landing you in a ditch. Anyway, this is all getting a bit too serious now so I must add that it was also brilliant fun!





Recent Releases from the IAM Press Office

Joined up thinking needed to return UK to global road safety leadership

The EU looks set to fail on reaching its targets to halve the numbers of those killed in road crashes by the end of the decade, with the UK one of several countries currently making no major progress into cutting the numbers of people killed on our roads, IAM RoadSmart has discovered.

In its report this week 'Ranking EU Progress on Road Safety' the ETSC (European Transport Safety Council) noted there has only been a 2% decrease in the numbers of those killed in road crashes in the EU in 2017 and only two countries look set to meet the targets set by the end of the decade (Greece and Estonia).

Although progress has flattened in the past four years, the report credits the fact there were 6,350 fewer deaths in 2017 compared to 2010 in EU countries and a huge 54% drop in fatalities since 2001. Norway and Sweden are the safest countries for road users in Europe.

Some 25,250 people lost their lives on EU roads in 2017, representing a 2% reduction on the 2016 figure. This number has fallen by only 3% in the last four years.

The ETSC has recommended to member states a number of proposals to ensure countries make forward progress, including an integrated road transport policy involving road planners and users, and funding at national and local levels.

Across EU countries, Estonia leads with a 32% reduction in the number of road deaths between 2016 and 2017. It's followed by Luxembourg with a 22% decrease, Norway with 21% and Slovenia with 20%.

The report said: "The UK, Sweden and the Netherlands have achieved the slowest progress in further reducing road deaths since 2010." The UK has gone from 1,905 killed on roads in 2010 to 1,854 in 2014 to an estimated 1,783 in 2017 – a fall of 6.4%.





Since 2015 Estonia has been advocating and promoting 'Vision Zero' and shared responsibility among stakeholders. Local authorities are increasingly involved in road safety management. A combination of road safety measures, including traffic law enforcement, high-risk site treatment, road network safety analysis and public safety campaigns are at the core of Estonia's recent road safety policy.

Norway (not in the EU) has achieved an astounding 49% decrease in road fatalities between 2010 and 2017.

In Norway investment in safe infrastructure including construction of new four lane motorways and installing median barriers on new and existing roads with high traffic volume have all contributed to the positive results.

To address the over-representation of young drivers in road collisions, the driver education and training system was improved and a speed campaign targeting young male drivers was launched. The number of young road user deaths (16 to 24 years old) went down by 73%, from 49 in 2010 to 13 in 2017.

The ETSC report has prompted IAM RoadSmart to warn that past progress could be undone and to call once again for road safety targets and a partnership approach to drive home the safety message to a new generation of road users who are hooked on smartphones and social media. Another major report published this week on the UK's capacity to deliver safer roads confirms this approach is needed.

Neil Greig, IAM RoadSmart director of policy and research, said: "We know what works when it comes to making inroads into road fatalities, but more consistent funding and priority for road safety is needed to deliver it.

"The Safe System is firmly established in the UK but it does need to be backed up by road safety targets. The government's own capacity review found that the lack of targets has led to the perception that road safety is not as high a priority as it could be. There is little comfort in being stuck in third place with limited prospects of going top of the league without a fundamental shift in approach and investment levels to eradicate personal loss and suffering on our roads."





White van man not so crazy after all

IAM RoadSmart has discovered that the myth of 'white van man' recklessly tearing his way up and down the country may be just an urban myth after all. In spite of vans being the fastest growing type of vehicle on UK roads in terms of miles travelled, serious and fatal crashes involving them are falling.

Vans and light good vehicles now travel 49 billion miles a year on our roads according to the most recent figures from 2016. Compared to a decade ago, vans now travel 10 billion miles more a year than they used to, an increase of 22% largely fuelled by internet shopping and the popularity of 'next day delivery' options (DfT figures).

In the last 10 years, crashes involving vans have fallen from 15,593 in 2006 to 13,125 in 2016, with fatalities reducing from 274 to 186 in the same year (DfT figures).

IAM RoadSmart puts this reduction partly down to companies which employ their own drivers increasingly using robust driver training and vehicle management programmes, which in turn pay dividends in lost man hours, reduced 'bent metal' costs and increased customer satisfaction. Trial by social media has also been a factor as companies can no longer risk the damage to their reputation caused by bad driving in vehicles bearing their company logo.

Additionally, over a third (37%) of LCVs (light commercial vehicles) on Britain's roads are less than five years old compared to just 5% of all of Britain's cars – meaning they are far more likely to contain the latest in crash protection and active and passive safety features (SMMT figures).





Along with these technological advances, IAM RoadSmart also encourages drivers to take rest breaks and make regular checks to ensure their vehicle is roadworthy and correctly loaded. Frequent driver training is also recommended to ensure knowledge and skill levels are maintained.

Neil Greig, IAM RoadSmart director of policy and research, said: "It is heartening to see that

van operators are more than ever taking their responsibilities to their drivers and the public seriously, and this is being reflected in a reduction in serious and fatal crashes.

"The increasing use of telematics means drivers and companies will be increasingly held accountable for crashes, so operators know it is in their interest, for both human and economic reasons, that they keep up this good work."

Here are some more van facts:

- More than half (57.0%) of the vans on the road are white, with silver (11.4%) in second place and blue (9.0%) third.
- If you parked all the vans in the UK end-to-end, they would stretch 28 times the length of the A1.
- The combined payload volume of all the vans in the UK adds up to 26.2 million cubic metres – the equivalent of 10,483 Olympic swimming pools.





Sunglasses: A shady business

The sky's blue, sun is shining and the snow, fog and rain are a distant memory. It's time to get the top down, the shades on and celebrate the great British summer with some open-air motoring. But hold on a minute - those shades might make you look cooler than an ice box, but are they OK for driving? Are sunglasses a boon or burden for the safe driver?

Tim Shallcross, IAM RoadSmart's head of technical policy and advice, has put together a set of tips outlining key information that you should be aware of.

Did you know about the EU standards for sunglasses?







As a matter of fact, there is an EU standard for sunglasses, ensuring the frames are reasonably strong and sweat resistant and the lenses are shatterproof, scratch resistant and give good protection against harmful ultra-violet light.

Any which show the CE mark (and any sold in the EU should have it) should come up to the standards, but they are also graded into five categories - 0 to 4 - to show how dark the tint is, or more specifically, how much visible light they let through.

What categories of sunglasses are there?

Category 0 specs allow 80% to 100% of visible light through and are fine for driving at any time. Categories 1, 2 and 3 are progressively darker tints, shielding against brighter levels of sunshine, and while they are all fine for daylight driving, none of them should be worn if you're driving at night. The darkest is category 4, which lets just 3% to 8% of the light through. These are very dark, like ski goggles. They are so dark that they should not be used for driving at any time, and category 4 sunglasses must be labelled as unsuitable for driving.



Category	Description	Use	Driving	Symbol	
0	Light Tint	Indoors or Cloudy Day	Any time		
1	Light tint	Moderate Sun	Day only, not for night driving		
2	General Purpose Sunglasses	Medium Sun	Day only, not for night driving		
3	General Purpose Sunglasses	Bright Sun	Day only, not for night driving		
4	Very dark	Very Bright Sun/High Glare	Not for driving at any time		

Where can I find this information?

Seems simple enough. Sunglasses on sale in shops such as chemists or opticians do have the label and are marked with the category - normally on the arm. However, online shoppers beware; a look through several shopping websites revealed that very few sellers display the tint category or any symbol, so you have no way of telling whether the glasses are suitable for driving until they arrive. A few are advertised as category 4 and suggested as

being good for cyclists, although the official standard states they are “not suitable for driving and road use”, and common sense would say that if they’re too dark for driving, they’re too dark for cycling.

Photochromic glasses aren’t marked but they should be fine for most cars because they respond to ultraviolet light to darken. Car windows block UV light, so the glasses will stay

more or less clear. Watch out if you drive a convertible though, because once the roof’s down the glasses will darken, but at their darkest they still allow about 20% of light through, putting them around category 2 or 3. Just be aware that they will stay dark for quite a while if you drive into a tunnel or underpass or a long stretch of shadows.

So, while the sun stays shining, check the tint number before you drive and make sure your shades keep you safe as well as cool.





**Closing date for the winter 2018 edition
of the Wessex Advanced Motorists e-
Newsletter is 20th October.**

**All contributions would be very
welcome.**

**All items should be sent to
ed@wessexam.uk or
by mail to David Walton at
Little Paddocks, White Street,
North Curry,
Taunton TA3 6HL**