

Message from the Chairman

Welcome to the first of our monthly bulletins our WAM Committee has put in place to keep in touch and help lift spirits during the coronavirus outbreak. The bulletins will be short and sweet and may include articles which are nothing to do with advanced motoring (did I hear a sigh of relief?).

As you will know by now, in-keeping with latest government advice/legislation and in the best interests of its staff, members, Observers, Associates, Examiners, IAM has suspended all activity including observed drives, advanced driving tests, group & committee meetings and AGMs.

IAM Senior Management continues to monitor and adhere to UK Government advice/legislation and will keep Group officials notified.

KEEPING SANE DURING LOCKDOWN!

So, with government restrictions now in place and me being in self-isolation, I've been catching up with lots of jobs that needed doing around the house and garden. Grass cutting and window cleaning have been my priority and next will be workshop maintenance - internal and external. Great fun!

I've been flying my drone today; it has a high resolution camera on it so I took some nice aerial photos.

Photo of the drone; it has 4 engines and can fly for 30 minutes on 1 battery. Note the camera under the front; this can swivel between horizontal and vertically down.



Aerial photo of our house taken from the drone

I bought my drone 3 years ago mainly to get some interesting aerial photos. Because of legislation introduced by HM Gov in late 2019, I've now had to register with the Civil Aviation Authority (CAA) as a licenced drone pilot. So, I took an on-line test to qualify and now have a licence to fly it and my drone bears a CAA aircraft number! There is an annually renewable fee of £9 payable... a bit less than it costs for a CAA airline pilot to qualify!

The legislation was introduced as a consequence of the drone incident at Gatwick Airport in April 2019 which resulted in the closure of the airport on safety grounds. And no, it wasn't me!

I also flew it on Mothers' Day over my neighbour's farm where the son, Fred, breeds his Tamworth pigs and grows crops; he asked I could take some

aerial photos of a field of crops he had just started to cut... in the shape of a **giant heart** for his mum! How on earth he did this I just don't know, given his only working view was from the seat of his tractor. It was a work of art!! No sooner had I launched my drone than a buzzard flew in from above, clearly to attack it and perhaps thinking he could eat it. He would certainly make a mess of it and no doubt 4 fast-rotating propellers would have made a mess of him. This was the fastest descent my drone has ever made (well under full control anyway) and sadly no photos were to be had (but at least I've still got the drone)!

Tune in next time for something completely different.

In the meantime, please stay safe and well.

Andrew

Events Corner

Hello fellow WAMers!

Well, this wretched Covid-19 has taken us all by storm, hasn't it?

Now like most of you, I too read and heard reports from other organisations, for example the International Olympic Committee, claiming that postponing their events/games was a very hard decision. Well, let me assure you that in the case of WAM 'closing down', it was a no brainer!

As most of our membership are over the age of 70 and most of us, in one way or another, are in the 'Vulnerable, at risk' group, 'closing down' for the duration was the only safe and sensible way forward. Not only for the safety and protection of our members, but for our partners and families as well.

But just because we're effectively closed for training and social gatherings doesn't mean that we're not still working behind the scenes. For instance, our industrious Secretary & Newsletter Editor, David Walton, will be producing a monthly bulletin which he intends to publish to coincide with what, in normal circumstances, would be our regular monthly meetings. So, expect them to land in your in-box on or around the 3rd Wednesday of the month.

You may well see this from other contributors, but if you have a view, an opinion or an article you would like to share with the group, please submit it to David at ed@wessexam.uk for inclusion in the next bulletin.

As you'd expect, the Committee will review the guidance issued by Government on a week by week basis and soon as it's safe, we'll aim to get our training and social activities calendar back up and running again. Don't hold your breath, it could be a very long time!

In the meantime, one month before the next scheduled Member's Evening, I will contact each of our invited Guest Speakers for that month to confirm that their talk is either cancelled or invite them to go ahead. Each speaker cancelled will be offered the same slot next year so that we have a rolling calendar of events ready to go.

For example, Roger Weeks who was last month's scheduled speaker has accepted my invitation to join us instead in March 2021.

Now, because this is a bulletin and not a full blown Newsletter, that's about all from me this time. But before I go, just to give you something to do for ten minutes, I've included a short quiz for you to complete. [Go to Quiz](#)

For those of you who were at the annual quiz in January, you'll have a feeling of déjà vu, as well you might, because these are the questions that I asked then. So for you, a second chance to get those you missed the first time round. For those of you who weren't able to come to the quiz, this is **your** chance to catch up and see what we got up to! Happy quizzing 😊.

Answers will be posted in next month's bulletin. If you find yourself at a loose end and would like to catch up with news about the group or IAM RoadSmart, have a look at the following:

For WAM

<http://www.wessexam.uk>

<https://www.facebook.com/wessexam/>

For the IAM

<https://www.iamroadsmart.com/home/login>

<https://www.facebook.com/IAMRoadSmart>

Stay safe and stay well.

Barry,

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Woody

Perforated hands(2), shredded jumpers(2), chewed toes(10) and socks which now have ventilation holes (too numerous to mention) are the results of having a four month old Jack Russell puppy named Woody.



It's over twelve years since I've had the pleasure of a puppy and the joys, see above, had certainly been forgotten!

Woody came here at the beginning of February and so, for his first few weeks, the weather was absolutely foul, cold, wet and windy nearly every day. Taking him out to the garden was quite a mission, donning wellies and waterproofs, and then squelching on the grass in the hope that he would "do his business".

The last few weeks have certainly been easier now that the weather has improved and we can go outside without such a hassle. In fact, this morning I was able to change my shoes without Woody helping me with the laces, we're definitely making progress!

Now that social distancing is in practice, if I didn't have Woody for company, the time would go more slowly and the days would be long.

He challenges my patience daily, but, he constantly keeps me entertained and, most importantly, he makes me laugh!

Anne Bull

"What if they close the grocery shops? We shall have to hunt for food. I don't even know where Doritos live!"

[Click here for a recording you might find amusing](#)



On a more serious note:

[Staying safe on smart motorways in the event of a breakdown](#)

MINDING THE MIND

There are principally two ways to approach driver behaviour. One is to look at the bad aspects and suggest strategies for dealing with them. This is the commonest and most complex approach and works essentially from the top down i.e. crash - reasons for crash – driver behaviour – attitude but, there it stops. The second works from the bottom up and merely concentrates on the right mindset because mindset determines attitude which, in turn, determines behaviour. This approach, therefore, is much simpler and automatically tends to deflect bad driver attitudes and behaviour. It is also the most common approach in advanced driving circles.

Mindset and also mental fitness are so little written about in advanced driving, yet they are two of the most important areas for better, safer, road driving.

MENTAL FITNESS

It often comes as a shock to new associates to find just how much attention is needed to ensure they are not missing anything which could threaten their safety. Many drivers merely respond to what falls into their sight line instead of actively looking for potential threats. For this reason their *threat perception* is low and they could easily miss something of vital importance. Good threat perception needs a consistently high level of concentration and awareness because potential threats will not always be in plain view and could materialise at any time. Low threat perception, therefore, means a higher vulnerability to crashes and vice-versa. Two of my favourite phrases in commentary are, 'Looking out for areas of potential conflict in order to avoid them' and 'What you can't see can hurt you'. In essence the clues are always there and the right level of concentration avoids the black hole of, 'I didn't see it coming', which is often also used together with the Mk1 get-out phase, 'we're only human'.

The concentration needed can initially be very draining for a new associate but, as he or she progresses, the capacity to concentrate at a higher level and for longer periods improves, which can be equated to developing mental fitness. If you go to the gym it will take time to build up sustained fitness and, in a way, the brain is no different. And, of course, concentration is integral with observation and planning.

MINDSET

Since the 1994 edition Roadcraft has addressed driver attitude and behaviour, but never actually the mindset itself. Former Hendon Advanced



Wing Instructor, John Miles, in his excellent book, 'Expert Driving the Police Way'¹, wrote that, 'The most important thing in a motorcar is the driver's brain'.

Two of the essential elements of mindset were defined by Sgt. Pat Forbes, also an Advanced Wing Instructor at the Metropolitan Police Driving School, Hendon. He said, very succinctly and simply, that the temperament of a good driver involves, 'self-discipline and restraint'², qualities so lacking in many drivers but which, if there were more of these around today, the roads would certainly be measurably safer places. These points lead to a unique feature of the human being which is the ability to control the way it thinks. This ability does not come naturally to most people, therefore it has to be worked on.

The need for self-discipline and restraint are also reflected in the comment by Derek Van Petegem, who was another Hendon instructor. He said that, 'The art is knowing when to go slowly'². This introduces *proportional application*. The right mindset principally achieves two things: Firstly, it enables the unbiased assessment of all information regardless of circumstances and, secondly, it ensures the right proportional application of whatever action is taken, or not as the case may be.

REMOVING THE BIAS

A *neutral mindset* is vital for unbiased assessment of information. This is the state which is calm yet highly alert and processes all information in its proper context. If, for example, there is any bias in the thinking when setting up an overtake that could end up with in a fatal result.

Negative or positive emotions can, therefore, adversely affect judgement and that can be critical in driving. Also, emotions will tend to dominate logic and common sense. So, to make the best, and therefore safest decisions, it is important to exclude all thoughts not pertinent to the task – that of making safe decisions and, therefore, not be subject ether to external pressures (i.e. traffic conditions around) or internal ones (our own pressures, i.e. urgency to get to a destination).

STEADY AS YOU GO

Calmness under pressure is reflected in the best road drivers I have been fortunate enough to sit with; nothing was rushed, even at high speeds, they always kept a steady mind in all circumstances. The other reason they stayed calm was because they were never getting into tight situations, so always ensured they had space and time on their side³. All of this led to that wonderful old phrase, often favoured in police driving circles, of acting 'with deliberation'.

THE PATH

Understanding the components of the right mindset is the just first part. Applying them is the second but, the most difficult part is the third – this is the ability to consistently keep to those criteria over time until they become firmly imprinted in one's system, what psychologists call *habituated*. This then forms a consistently stable mental platform from which all assessments and decisions can be properly made at all times.

DELUSIONS OF SAFETY

So why do most drivers not feel it is important to concentrate more? The main answer is that because of their low threat perception many do not recognise when they are in vulnerable situations or even if they have had a close call. This leads to a delusion of safety. It means that if anything should go drastically wrong which could either kill them or, in a sense at worst, leave them permanently disabled for life, they have no protection³.

Five people still get killed daily in UK road crashes. Countless more end up with serious and or permanent and disabling injuries. Even so-called vehicle

safety features don't save them. So, the best strategy is obviously to develop a skill set which vastly reduces their vulnerability in the first place and that can be done to a point where the possibility of crashes can be almost eliminated, given there is no 100% rule for anything. That skill set has two vital ingredients: the physical and the even more important mental one.

The full article called 'A Touch of Zen' will be published in the Summer Newsletter.

Nigel Albright
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|---|---|----------------------------|------------|
| 1 | <i>Expert Driving the Police Way 1970</i> | Book
ISBN 9780432093900 | John Miles |
| 2 | <i>Four Phrases</i> | Article | The Author |
| 3 | <i>Space: The real key to safety</i> | Article | The Author |
| 4 | <i>The Black the White and the Grey</i> | Article | The Author |

How to keep your car healthy during lockdown – tips from IAM RoadSmart

During the current lockdown, with all but essential travel banned, it is easy to forget about your car. It is not often it will sit for such a long period without being used, aside perhaps for a yearly rest in an airport parking facility while you head off on your holidays. Most of the time, it's likely used on a regular if not daily basis, travelling to and from work, the shops and visiting friends and family. So how will your car survive during weeks of inactivity, while we all stay home and stay safe?

The important thing here is not to worry – your health and that of the people around you is paramount. If you can keep well, the car will still be there when we get out of the other side of this situation. Above all else, take notice of government advice and stay indoors wherever possible.

However, if you do feel you need to check your car – and if you can safely access it while maintaining your two metre distance from other people - Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, has these useful tips on how to help ensure your vehicle remains in good condition while it is not being used:

Tyres

Check your tyre pressures and make sure they are at the recommended settings. A tyre that is partially deflated will put extra stress on the sidewall and may cause lasting damage if left that way for an extended period. If you have space, roll the car forward or backwards slightly to change the area where the stress on the sidewall is greatest. Keeping the pressure right will mean you are ready to go as soon as restrictions are lifted.

Handbrake

If left for a long period of time a handbrake can stick on. To avoid this, sit in the car, apply the footbrake to ensure no movement and release the handbrake. If possible, move the car slightly before re-applying the brake, just to vary the part of the drum or disc where the pads are gripping.

Battery

A modern car battery which is in good condition should stand up well to periods of inactivity and a modern car will shut down most systems if it detects inactivity for a long period of time. There may however be a small

drain due to an alarm system. It is also possible to lose some charge if the terminals are dirty or corroded, so make sure they are clean if you're able.

To compensate for any power drainage over time, try connecting a maintenance charger which will charge and discharge the battery as necessary. These are available for home delivery from a range of online retailers. Any cheap modern charger will also do the trick. Switch it on every couple of weeks until the battery is fully charged.

If you do not have access to a power socket, there are some solar devices available that will do the same job without the need for mains power. Again, these are available for delivery from online retailers. As a last resort, if you are worried, you can start the car up and allow it to run stationary for 15 minutes or so every couple of weeks. This is not ideal and certainly not good for the environment, but if you do need to do it, make sure all electrical systems are switched off before you start. If they are on you will likely drain more power than you put in. Be careful if your car is a diesel when doing this, as slow running can harm your diesel particulate filter. So you may need to increase the revs slightly to prevent this - but be mindful of your neighbours, after all, they are trapped in too!

Richard Gladman said: "It is vital that we follow government advice and travel only when it's essential. If you can safely do these few precautionary checks while still keeping social distance, they will help make the transition to normality easier when the restrictions are relaxed. If you are not able to do them, a family member or friend can do them on your behalf, but only if they can do so without breaching the terms of the lockdown."

Simple Pleasures... a short story by Pauline Wills

I have never been interested in social media. To me the act of communicating is hard enough in itself without the added complication of technology but maybe if I had a need it would be different.

My mother was a good communicator. Some time ago when we were chatting about the future I told her that one day I would have a dog. So, just over four years ago Ceri came into my life. She was fourteen weeks old and I certainly was not prepared for what was in store.

Ceri is a corgi. I rescued an old corgi a long time ago and he was as good as gold (although he had a habit of escaping from the back garden and

then sitting on the front doorstep waiting for me to let him in!). He was a great companion; we walked for miles together off lead without any problems and he was good with young children. He was the reason I chose another corgi and my expectations were high.

What a shock! She was young. She was a girl with attitude. She was as bright as a button and found everything and everyone new and exciting. Like all puppies, you may say - but she was different. Of course I didn't want to destroy her spirit but there had to be some normality in the house. By sheer chance I was told about a local dog trainer. What a stroke of luck to find Jo. The puppy class was full so a 1-to-1 at home was arranged to help me begin my new journey.

Since that day Ceri and I have done foundation classes, improvers' classes and master classes. Everything was fine while we were practising on our own, but when it came to showing off our new skills... as the others each took a turn I spent all of my time desperately trying to attract Ceri's attention and keep her quiet. She picks up tricks quickly and has quite a repertoire, but obedience is a totally different matter. As well as evening classes we used to attend dog club in an enclosed field where she could interact with other dogs. That was great fun while it lasted but we did get expelled for a while.

Hoopers is fun too. It is a form of agility, a low impact sport that utilises a series of hoops, tunnels and barrels. Perhaps we started the shows too soon but the venues were local and all of the others from her class had entered. What an experience. She was the only dog that ignored the hoops, ran to greet the judge and then dodged all of the people guarding the exit to escape from the ring. That was a while ago so maybe I'll try again, I don't know. She now understands my instructions perfectly and is working very well on our little course in the garden. It remains to be seen how she will react when classes resume and we all work together again.

It is always good to turn a negative experience into a positive one and one day I was reflecting on other funny occurrences. Ceri loves running through tunnels. Once we were in the last Hoopers group out in Jo's field. Twenty or so other dogs had been training there that day. It was Ceri's turn to run the course, we had been practising and I was feeling confident. For some reason she avoided the tunnel and started sniffing and then digging ferociously

beside it. She was so excited that not even cheese would deter her and I knew that she had found a mouse. Jo didn't believe me of course because none of the other dogs had shown any interest. Ceri was so persistent that in the end Jo lifted the tunnel only to reveal a very frightened little mouse hiding underneath. (In case you are wondering we didn't let her catch it.)

So when Jo decided to run a scentwork class for beginners we were there. The purpose of Scentwork UK is to promote and develop scentwork both as a training activity and as a dog sport with regular trials nationally. The three target odours used are cloves, gun oil and truffle oil. We are still on cloves. When a dog uses its brain it can be as tiring as physical exercise so scentwork is ideal to practise during the current restrictions.

We started the intermediate class before the restrictions began and this is where the need comes in. Jo offered to continue our training via WhatsApp. That was a challenge I wasn't expecting. Until recently I hardly ever turned my smartphone on and charging it was certainly not a regular event. I simply used it as an alarm clock and carried it in case of emergency.

I am pleased to report that I rose to the challenge. After a couple of conversations I managed to download WhatsApp and with a little encouragement I was away! Balancing the phone to record training sessions

required some thought but my cookery book stand has turned out to be the perfect support. Necessity certainly focuses the mind. There is one frustrating problem that I have encountered so far and although I can send some videos others give the error message 'file format not supported' ... so if any of you have read this far and can solve my problem please get in touch.

I washed my car this morning; not because I needed something to do but because the training challenge this week is a car search. The first stage is to use food so a clean car is essential. It was Ceri's first attempt at this and she did a brilliant job, it's all on video... but unfortunately I cannot share it with anyone. How frustrating! We will have another go later and make it shorter. Maybe it is the length of video that is causing the problem.

Yesterday morning the postman called. She rang her bicycle bell and waited for me to go to the window just to tell me that she had left a parcel on the doorstep. I appreciated her thoughtfulness and acknowledged how much enjoyment that brief encounter had given me. A simple pleasure... how quickly our world has changed.

And the title of the book she delivered... Scent Training for Every Dog. We will be fine now, WhatsApp or not!

Royal Enfield Made Bicycles Too

By Brian Howe.

Gwenan saved every penny she could while she was at school and after she started work. On her 16th birthday in 1950, Gwenan caught the bus into her nearest town in the Welsh Valleys, strolled into the bicycle shop and bought herself a brand new, black lady's Royal Enfield Tourist bicycle, Model WLB, with the serial number 542807. This was a single speed model with the new style cable operated brakes, as opposed to the older type of mechanical rod brakes.

Within a few years Gwenan met and married Albert. She kept her faithful bicycle and continued to use it regularly through the years that her children were growing up and beyond. Eventually settling in Taunton, Somerset. She

only had one mishap in all this time. One evening, on her way home from leading choir practice at her local church, she was knocked off her beloved bike by a car passing too close. Gwenan had to spend two days in Musgrove Park Hospital to recover from her injuries. Her bicycle was taken to Taunton Police station, where a church going sergeant recognised it and notified Albert to collect it. The bicycle required new front forks, a new front wheel and new brake levers. At that time, it was also fitted with a new rear wheel complete with Sturmey Archer 3 speed gear assembly to make things easier.

Eventually after 62 years with her trusty Royal Enfield WLB, Gwenan gave

up cycling at the age of 78 having had a fall but with no injuries to her or the bicycle and it was placed in the garage. Sadly, Gwenan passed away at the age of 83.

Albert knew I was interested in cycling and classic cars etc. He gave me Gwenan's bicycle in 2016, with two stipulations. Number one was to restore it to its former glory, but not sell it for profit, and number two, document the restoration and show the finished bicycle to the church congregation. I stripped it down to its component parts, even the 62 1/8th ball bearings in the steering headset. Several parts were beyond economical repair and had to be replaced with either second-hand items of the same age and model, or new reproduction parts.

There were several delays caused by surgery to my right hand in 2017 and my right thumb in 2018, both for arthritis. With lessening dexterity, I couldn't manage the very small parts, I took the bicycle and a box of parts to the 'On Your Bike' charity in Taunton for final assembly.

Final Parts Tally

Frame and chain guard professionally dipped and resprayed. New reproduction, period front forks. Head bearing set complete. S/h R.E. front lamp bracket. 2 R.E. 1950 correct brake levers. Front and rear brake cables complete and 2 sets of new brake blocks. 1 pair of handlebar grips. New chain. Used 1950's Brooks saddle. 1 set of rubber blocks for the pedals. New single speed rear wheel and new front wheel, both complete with tyres and tubes. 1 pair of original style, reproduction black, metal mudguards. 1 set of Royal Enfield water transfers. Due to the excessive cost and rarity of 1950 lights, I purchased a pair of new, old stock Ever Ready plastic cased units.

I know this bicycle will never win a Concours event, but I do believe it to be a very close representation of the 1950 Royal Enfield Ladies Tourist WLB model as purchased by Gwenan 70 years ago. Having de-mothballed it a couple of weeks ago, I found that I could ride it with no balance problems. So, I ask myself, "Why did I spend all that money on a Mission quadracycle (Bob the Bike) and a battery assisted tricycle (Bob-E Trike)?"



April Quiz Questions 2010 – 2012

1	Who was the British Prime Minister at the start of the decade?	
2	A cloud of volcanic ash from an eruption in what country, caused the closure of airspace over the UK and both northern and western Europe?	
3	Who were the two brothers who declared their opposing candidacy in the 2010 Labour leadership election?	
4	On the 3 rd September 2010, Annie Turnbull, who at the time was the oldest person in Britain, died. How old was she when she passed?	
5	Actor Norman Wisdom died on the 4 th October 2010, how old was he when he passed?	
6	Which actor played King George VI in the 2011 film, 'The King's Speech'?	
7	On the 19 th November 2010 the film 'Harry Potter and the Deathly Hallows Part 2' was released in UK cinemas. Who wrote the Harry Potter Books that the films are based on?	
8	What city in New Zealand suffered widespread devastation during an earthquake on 22 nd February 2011?	
9	Decommissioned on the 11 th March 2011 as part of the naval restructuring portion of the 2010 Strategic Defence and Security Review, what was the name of Britain's flag ship aircraft carrier?	
10	On the 29 th April 2011, Prince William, Duke of Cambridge and Catherine Middleton got married ... where?	
11	In 2011 the Department for Transport announced a consultation process on raising the motorway speed limit in England and Wales. What speed did they propose raising it to?	
12	On the 21 st October 2011, London's St. Paul's Cathedral was forced to close its doors to visitors for the first time since the Second World War after what group of protesters set up camp on its doorstep?	
13	Who, on the 14 th November 2011 became the new leader of the Scottish Conservative Party?	
14	What was the name of the fatal tree fungus that was first discovered in the British Isles in February 2012?	

15	On 6 th February 2012 Queen Elizabeth II celebrated her Diamond Jubilee, which marked how many years on the throne?	
16	Head of the Anglican Church since 2003, what was the name of the Archbishop of Canterbury who announced his retirement on the 16 th March 2012?	
17	What nation hosted the 2012 summer Olympic & Paralympic Games?	
18	In October, the James Bond film Skyfall premièred at the Royal Albert Hall in London. Who played James Bond?	
19	November 2012 saw the first elections to choose the new Police and Crime Commissioners in England and Wales. Was there a high or low turnout throughout the two countries?	
20	What is the name of the Scottish tennis player who won the US Open Tennis Championship in September 2012 and was the first British man to win a Grand Slam tournament since 1936?	

Answers next time.