



THREE SPIRES

Lichfield Advanced Motorists

(Registered Charity 1027300)



Group Newsletter

Issue 48 Summer 2018



" Not only was this a great way of engaging young vulnerable drivers, it was an opportunity to be able to discuss the importance of road safety and the role IAM RoadSmart plays"

Alan Prosser, IAM RoadSmart Head of Re-training re LAM Young Driver event posted 21 Aug 18

YOUNG DRIVER EVENT HIGHLIGHTS



Full Review Inside



In This Issue

- Chairman's Chat - 2
- News - 4
- Events - 6
- Observer News - 12
- Congratulations - 14
- Driving in Africa - 16
- EGM Notice - 19

Chairman's Chat

By LAM Chairman, Nigel Rogers



Welcome to the Summer edition of our newsletter!

Dear Members, Associates and friends of Lichfield Advanced Motorists,

This year has delivered an incredible Summer! Folks returning from vacation to find the same temperatures here as on their holiday beach and many of us sweltering uncomfortably hot when we are supposed to be sleeping.

Roads melting, railway tracks bending and as I discovered one day, car steering wheels burning hot too!

Thankfully, the worst of that seems to be over and now we face price hikes in the price of fresh vegetables and meats, because the crop yields are very low and farmers are feeding their stock "winter feed" already because the grass just vanished into dust.

Oh well, there are always challenges and whatever they are, they seem to hit us in the pocket!

I hope you will read the article within from our Chief Observer and events manager Grahame, regarding the Young Drivers Skills day we hosted for the first time in our Groups history at Curborough Sprint course on August 14th. We formed a sub-committee to deal with the many things that needed to be organised. I am very proud to say that with the invaluable help many LAM Members and helpers, plus the management of the Sprint Course itself and several sponsors and supporters, we managed to organise what amounted to a wonderful day. Grahame will tell you more. I will just say to all those of you who contributed in any way and those who turned up on the day, thank you, because without you the event would not have happened!

Our very own Data Protection expert Derek has, in-between his various athletics events (he runs to meetings, I take the car!) helped and guided our Group tremendously through this thorny topic. As I write in advance of publication of this Newsletter, our Group is compliant with the law in most respects and so our members personal data is as secure as we can reasonably make it. We deal with very little data that could really be classed as "sensitive" and that makes our life a bit easier. IAM RoadSmart have issued working documents to all Groups and they are the "Data Controllers," so thankfully, the IAM have most of the burden. It remains for us to look how we process, store and dispose of data and change or tweak what we need to.

I do not know about you, but if you are using the internet and you open your favourite search web site, are you fed up with the "accept cookies" banner that never seems to go away? Goodness knows what Microsoft expect me to do, because no matter what I do to set "my preferences", the next time I open Google or something, the darn thing asks me the same questions again! Mind you, if you do not accept the cookies and privacy policies, you cannot use the web site you want to, so it's all a bit of a waste of effort anyway in my view!

Speaking to my colleagues in other EU countries, where these laws apply just the same as they do here, many of them think it is a bit of a joke. The joke is that the Brits will spend £billions in implementing and pursuing this law and many others simply will not bother with it. Will it stop the fortnightly calls I receive to advise me I have had a car crash and would I like to claim compensation or the emails from supposed ladies "looking for a man like me"? Probably not and before anyone else says it, any young lady wearing only a smile can probably do much better than setting her sights on a grumpy old bloke like me! She cannot have my wallet either, which is of course the purpose of such "invitations".

Many things please me about our Group. One of the most important things that we do really well is make those apprehensive first-timers who have had the courage to come through the door at Fradley Village hall really welcome and "at-home" with us. Within a few seconds they are met and welcomed, guided to where they need to be, armed with tea and Hilary's delicious cake and with someone to talk to. I think that makes such a difference and thank you to all our helpers and members who perform this vital first-contact moment so well. We have received complimentary comments from our various guest visitors and RoadSmart ASDM's as well.

Our Events team will tell you about our plans for visits within these pages but let me say that alt-

though we do get a reasonably good number sign up for the visits, the majority of you do not. I do not understand why this is!

Our visits are to car related places and other places which have no connection to cars or motoring. They are just good days out or 3 or 4-hour visits to interesting venues. In the recent example of the excellent visit to the Black Country Museum, some people chose to say in social groups, others headed off on their own and all had a fabulous day and benefitted from a discounted entry price we obtained as a Group. Some LAM Members brought their family and friends along with them and those people had no connection or interest in Advanced Driving. So please do not think that if you are one part of a family that you cannot bring the rest of them along.

The visit to St Georges Park shows us the, brand new, high-tech, £multi-million FA training facility for all our national teams in the UK. Wembley Arena might be our National sports venue, but St Georges is where all these players, coaches and managers get their acts together and undertake intensive training to (hopefully) deliver world class England football teams. Those of you who might not have considered the visit have missed an eye-opening treat!

You are all welcome to try our events, so just get all your names onto the visit sheets on display in Fradley village Hall, pay the very modest ticket price (LAM make no profit on this) and try it. You have little to lose and a lot to gain! If you have somewhere you think we would like to visit, please tell Grahame or Margaret.

With us all aware of the need to save water (at the time of writing this article, although we could all be awash at the time of publication!), my car and that of my wife have faced the hitherto unknown situation of 4 weeks without a bath. Having visited our Chief Observer a time or two in respect of the Curborough event and witnessed for myself his "Aladdin's Cave" of a garage, he reminded me that he never gets the hose out on his cars but uses a "waterless wash and wax spray". Before I knew what was happening, he kindly applied this potion to half my mucky cars bumper and proceeded to clean it off to a very admirable clean shine. Whilst I admired the shiny "half a bumper", the magic potion disappeared back into the depths of the cave, never to be seen again by me. So, I had the dubious pleasure of driving about with half a bumper shiny and bright and the other plastered in grime. I have to say I think I got a pretty poor deal there and I shall be on guard for any more devious tricks from him in the future!

However, whilst in a well-known general store in Lichfield, I spied a 1L spray bottle of similar stuff for £4.50 and decided to risk a huge proportion of my beer allowance on this product (the beer allowance discussion is for another day). Spray on lightly it says, rub it about with a microfibre cloth and then use a dry microfibre cloth to polish off. Sounds too good to be true on 2 cars wearing 4 weeks of dust and muck.

I started with (surprisingly) the other half of my cars bumper and at first, I must tell you I thought I had wasted the price of a pint and a bit of good Marston's Pedigree money on this stuff. It did not seem to do anything, it just ran off if I put too much on and when using the cloth, it just smeared in a slightly oily sort of way. But, when I applied the dry cloth with a touch of elbow grease, I was quite delighted to see that a) the dirt had come off, b) the surface was shiny and bright and c) the bumper was not a mass of dust and grit scratches. There then followed the remainder of the car, including the very mucky alloy wheels, which were more black brake dust colour than silver. Good result, but when a certain lady of the house made an appearance it was made subtly obvious that one clean car on the drive was no substitute for two, so cloths rinsed, away I went and now we have two clean cars and not a drop of water used.

Would I throw away the hose, wash cloth, brush and car shampoo; No. Water and brush gets to places where a spray and cloth cannot, including down my wellies. But, does this "waterless car wash" work; Yes, it does (or at least the stuff I bought did), so I think it is a good solution when water has to be conserved and the car owner wants a clean car (or two). The label says an average car can be cleaned in 15 minutes and 1L cleans up to 10 cars. Nope. Took me 45 minutes per car but if the cars had only 1 week's grime, probably less than 30 minutes. I used half the bottle for 2 cars, but again, with a lightly soiled car I can probably stretch it to 4 more "washes", so 6 in total. That works out at 75p per car not counting cloths, elbow grease and time. Not bad at all.

No excuse for the Chairman having a dirty car it seems!

Safe driving and see you all soon.

Best regards

Nigel Rogers, Chairman



With the news today that three police forces are trialling roadside eyesight tests and could take licences away at the roadside, IAM RoadSmart has warned motorists that they can expect to be tested for a suite of reasons if they happen to be stopped by the police for any reason.

Every driver stopped by police from Thames Valley, Hampshire and the West Midlands in September will be required to read a number plate from 20 metres. Anyone who fails will have their driving licence revoked there and then.

Police officers in those areas will be implementing their powers to request an urgent revocation of a licence through the DVLA, if they believe the safety of other road users will be at risk if that motorist remains on the road.

IAM RoadSmart, the UK's biggest independent road safety charity, has welcomed this new trial and warns drivers that if it is a success they can expect additional basic safety checks from traffic police in the future.

Neil Greig, IAM RoadSmart director of policy and research, said: "Law abiding drivers have nothing to fear from this – but we believe that extending the range of checks that the police could and should be doing will help remove many more unsafe drivers from our roads.

"They should be, as a matter of course, examining the following five key items: driving licence, MOT, vehicle insurance, drink/drugs and now eyesight.

"Adding a vision test to the standard list of roadside checks will be a sharp warning to those drivers who chose not to wear their glasses, or not get their eyesight checked, that the enforcement is now out there to back up the regulations. Our message is simple - don't risk it!"

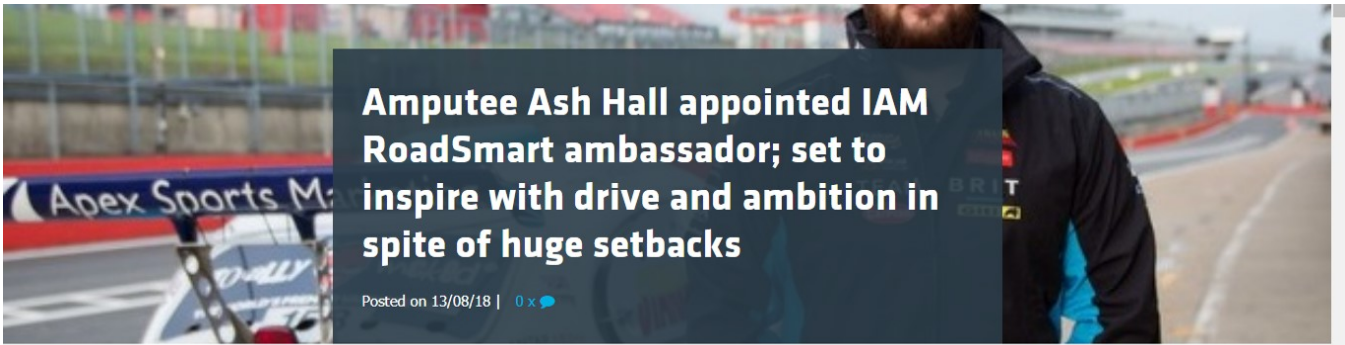
IAM RoadSmart has a mission to make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable. It does this through a range of courses for all road users, from online assessments through to the advanced driving and riding tests. IAM RoadSmart is the trading name of all businesses operated by the UK's largest road safety charity, the Institute of Advanced Motorists (IAM) and was formed in April 2016 combining the IAM, IAM Drive & Survive, PDS and IAM Driver Retraining Academy. The organisation has 92,000 members and campaigns on road safety on their behalf. At any one time there are over 7,000 drivers and riders actively engaged with IAM RoadSmart's courses, from members of the public to company drivers, while our Driver Retraining Academy has helped 2,500 drivers to shorten their bans through education and support programmes.

To find out more about IAM RoadSmart products and services visit the website www.iamroadsmart.com

To find out more about IAM RoadSmart's Driver Retraining Academy visit www.iamdra.org.uk

To find out the name of your own local IAM RoadSmart group please visit: <https://www.iamroadsmart.com/local-groups>

IAM NEWS IAM NEWS IAM NEWS IAM NEWS IAM NEWS



Amputee Ash Hall appointed IAM RoadSmart ambassador; set to inspire with drive and ambition in spite of huge setbacks

Posted on 13/08/18 | 0 x

"We are delighted to have Ash on board – he has overcome massive adversity to become a success. He represents different viewpoint for us and we will really value his advice and input now and in the future."

Mike Quinton
IAM RoadSmart
CEO

IAM RoadSmart has announced that Ash Hall, who lost both legs serving in Afghanistan but has started a new career as a racing driver, will become an ambassador for independent road safety charity IAM RoadSmart. Ash, 27, from Colchester, starts his work with IAM RoadSmart with immediate effect.

He will be giving feedback to IAM RoadSmart on its courses and products and how they can be made better for disabled customers, visiting IAM RoadSmart local groups for talks, plus spokesman activity on behalf of the charity. He will also be taking IAM RoadSmart's advanced driving course.

Ash served in the Royal Engineers for 10 years; whilst serving in Afghanistan in 2010, he was hit by an improvised explosive device causing serious injuries - which led to the amputation of both legs above the knees and shattered his pelvis.

He spent many months receiving treatment at the Queen Elizabeth Hospital and at the military rehabilitation centre in Headley Court, and underwent countless operations to provide him with greater mobility.

Ash then became involved with Team BRIT, which is aiming to become the first ever all-disabled team to enter the Le Mans 24 Hour race by 2020.

Having taken part in the team's rookie day last October, he passed their assessment and took part in his first race with Team BRIT at Oulton Park later that month.

If that wasn't enough, Ash has continued to take part in sports at the highest level since sustaining his injuries and represented Great Britain in the Invictus Games in Canada in September where he won a silver medal for wheelchair rugby. He also holds a Guinness world record for the longest distance travelled in 24 hours using a go-kart with hand controls – an incredible 1,888.6 kilometres.

Ash said: "I consider myself lucky to have been given such great opportunities since my injuries to prove to people that life with a disability doesn't have to end. I want to be able to inspire others in a similar situation, and I am sure through IAM RoadSmart I will have the chance to do that."

Dave Player, Team BRIT CEO and Founder, added: "We were very pleased to be approached by IAM RoadSmart about the possibility of offering Ash an ambassador role. We have a shared aim of making driving safe and accessible for disabled people and we look forward to seeing the impact that Ash will have on this important area of work."

IAM NEWS IAM NEWS IAM NEWS IAM NEWS IAM NEWS

Events (Grahame Ottewell)

Margaret Manuell and myself have been busy sorting out the external visits between us. These ranged from various visits, talks and our usual meetings at Fradley village hall.

Talk to Tamworth Diabetes Club

We received a request from the Tamworth Diabetes Club to do a talk on advanced driving. Sally Basketfield and myself together with Brian Knight who has knowledge in this field, all got together to look at what we could do. The result was that on Tuesday evening 12th June we produced a discussion for them which we did at the Belgrave Fire Station at Tamworth. The talk must have gone down well as they presented us with a lovely box of biscuits which we shared with the group at our next Fradley meeting.

Double Guest Speaker Event

On Sunday 8th July, at Fradley village hall, we were extremely privileged to get a double talk from two IAM RoadSmart employees.

The first talk was about Group Sign Off's and done by Steve Ellis one of the IAM RoadSmart Area Service Delivery Managers. Group Sign Off is something new and our group has yet to do one. We have met the IAM RoadSmart's high standard criteria and are now searching for a likely candidate who will join us and want to go for the none final assessment route.

The second talk on Young Drivers was also very interesting. This was done by David Gallagher the IAM RoadSmart Young Driver Ambassador. David travels the country quite often with Paddy Hopkirk the rally driver and BMW Mini Ambassador doing joint talks to various groups and outside agencies so he is a very busy person.

Young Drivers Event

Well, we did it! We took a big decision earlier in the year to do our first ever Young Driver event. We held the event on Tuesday 14th August at the Curborough Sprint Circuit. We have had lots and lots of positive feedback and I will not dwell on it in the events as we have included plenty of feedback from other people in this newsletter which outlines very well what we got up to.

What I would like to say though is a very big thank you to everyone who supported us with sponsorship, help in preparing, planning and helping out on the day. People keep thanking me for organising this event, but the real truth is that if it had not been for everyone getting stuck in then I would have been standing in an empty field. This was a huge team effort by everyone and as they say, there is no "I" in team. So thank you all for putting this huge event on.

St George's Park National Football Training Centre

On 24th August, 18 of us visited the St Georges Park National Training Centre near Burton upon Trent.

Our guide was a very knowledgeable lady named Wendy. The tour showed where the main England National football squad stayed, trained and all the facilities that they used. They had wonderful exclusive apartments with balconies, state of the art training equipment and medical centres. Everything a footballer needed.

Nothing appeared to much trouble. The centre is in fact home to 24 National teams and provides world class facilities. Even world class top athletes hire the medical centre and equipment to get back to full fitness.

Some of the facilities we saw were outdoor training pitches, indoor full size pitch, performance centre, strength and conditioning gym, human performance lab, hydrotherapy suite to name a few. One of the pools even had a floor which could be raised to suit the height of the injured player so that they could get the best made to measure recovery treatment. We even met some of the Burton Albion footballers who were using some of the facilities on the day.

As we left one of the complexes there was a wall which contained loads and loads of sports stars and celebrities autographs. A lot of these were international sporting stars. After the visit all 17 of us went to a local rural pub just down the road, namely the Red Lion at Newborough, for a bite to eat.

Other Activities

In addition to these events we have continued to put on a talk at very end of month drive. Thank you to those group members who have volunteered to do those. Well, I think they volunteered.

We also still attend the monthly Breakfast Meetings at Curborough Sprint Course. The main idea of those is to use the venue as a training facility to do training drives from for observers. However we also do members drives and associate drives subject to observer numbers. OK, we also have big breakfasts and coffees and a chat to start with. We have now become part of the Curborough scene and meet up with some very pleasant driving clubs.

Let me know if you are interested in coming down to join us. Even if you cannot get a drive there is still the breakfast option. next meeting is Saturday 13th October. We arrive between 8.30am and 9am and then do our work from about 9.15am depending on how much we eat. We finish by 11.30am. Quite often there is club sprint events taking place and we can stay and

LAM
Event
Organisers:

Grahame Ottewell
Margaret Manuell

watch those for free.

Margaret and myself will be putting our thinking hats on for forthcoming events. If you wish to organise an event of your own please chat to us. We can offer you our help and advice and it would be nice to go to an event organised by someone else.

Events (Margaret Manuell)

Coventry Transport Museum

An attractive aspect of this tour was that entrance to the museum was FREE! The building is in the city centre, so for those who didn't want to drive, it was only a short walk from the rail station. We met up in the on-site café for a coffee till all of us had gathered. We had a short group welcome and an introduction to the history of the museum itself, which moved its growing collection in 1980, from the



Herbert Art Gallery & Museum, to the present building . We were then free to wander round at will through many rooms with their huge collection of wheeled vehicles which had either been built in Coventry, or had a connection to the city. The suggested route is laid out historically, so we could follow the development of cycle, motorcycle and four-wheeled vehicles through their different stages. Some of the bicycle inventions were bizarre! The tandem was to be expected, the tri-seater an interesting development; but the 4-seater was a startling find. With hindsight, we knew the six-seater versions - linear and two rows of three never took off! But there they are, among other historic inventions that didn't make it into mass production. It was a fascinating walk through history - some of it personal. Nigel, our group Chairman, and I were pleased to come across tractors each had driven as teenagers, and others found their first car. I also discovered a Frances Barnett Plover motorcycle, sadly in green. My flashy red Plover had been my pride and joy in the early 1960s. The green version never quite resonated in the same way.

The museum, however is not stuck in the past and contemporary vehicles associated with Coventry have their place. It was both an educational and enjoyable outing. Those of us who didn't have to dash off were able to take a leisurely lunch before returning home.



R.S.C. Theatre Tour, Stratford

Seventeen of us met up in Stratford to take a backstage tour of the main theatre and performance 'engine room' of the Royal Shakespeare Company. This was immensely enjoyable - for both dedicated theatre-goers and those who had only a marginal interest in live theatre. We had a close-up of the preparation and making of props,



costumes, wigs and stage effects (known in the 'business' as FX). Because they use expensive materials, as far as possible they

try to recycle the basic materials, and, where possible, complete costumes. Wigs are designed and made up for each actor whose character is to be wigged, and are always made from human hair, because substitutes do not lie or hang in the same way; and they source their supplies worldwide. They make the wigs in-house, on a base which fits comfortably on the actor's head, a hair at a time; and when the play has finished its run, the wigs are deconstructed just as carefully, the hair is put into a switch and returned to different storage drawers, separated by their colours. As someone who has, in the past, 'run' plays and pantomime 'on the book' from the prompt corner, I was particularly thrilled that we were taken to see into the RSC's equivalent - a glass-fronted small room high up at the front of the auditorium, because you cannot have a prompt corner when the action takes place in the middle of the audience. Here the Deputy Stage Manager (DSM) sits in front of a bank of screens showing all aspects of the stage and off-stage, with the script, that she (it usually is a she these days) has marked up

with, literally, hundreds of cues which she calls over a headset microphone, warning the lighting, sound, musicians of their approaching cues and calling "Go" on the cue, and also calling the actors over the tannoy system for their next entrance. We were shown a video recording of a "dep" running a performance so we were able to see how that worked in practice.

Our group tickets included a visit to *The Play's the Thing*, a permanent exhibition, a mixture of costumes and other theatrical items from the many years of the theatre's existence; and interactive images and film footage. That was fascinating. We also had a ride up the tower to the viewing platform - a feature added when the Main House was redesigned from a proscenium arch to a thrust stage that has the audience around it on three sides. It was a lovely sunny day, so we had a view for miles around, and a theatre guide pointed out places and buildings of interest. We were all very impressed by the volunteer guides who took us around. They were all volunteers, with a pleasant attitude, and very knowledgeable about what they were showing us as we went around backstage. I think we were all impressed by our visit and learnt a great deal about the theatre's working. And as it was a working day, we saw different departments in full swing, preparing for their next opening, and the performances already in the repertoire.



Black Country Museum

Because we needed to keep the numbers above the minimum group size which enabled us to have discounted ticket prices, and we were just on the threshold, I checked that it would be in order to invite a small number from the community theatre I volunteer for, and we made up our numbers with three other Shoebox volunteers and a friend. It was a scorching hot day and the

LAM Event

Organisers:

Grahame Ottewell

Margaret Manuell

museum was very busy, but the area it covers is so large, that we were able to find our own space.



Like the Coventry visit, we each went at our own pace, with partners and friends, or strolled around on our own, and explored the houses, shops and workplaces which interested us.

For those who have never been, the museum is set out as an industrial village, with buildings re-sited from their original streets across the Black Country - the name given to the industrial Midlands, supposedly from a remark made by Queen Victoria on a visit to the area.

The museum is set round a canal basin. Some in the group took to the barges for a short trip along the waterway and came back with mixed reviews. Some had enjoyed their trip, others wondered why they had bothered!



But on dry land there was plenty to do and see. There were two traditional fish and chip shops and several cafés where we could buy lunch, and a contemporary building on the other side of the canal, which offered a café welcome shelter from the scorching sun. I confess that I spent a lot of my time there, hiding from the sun, but I did make a tour of the old shops, workplaces and the interiors of the houses. There were costumed volunteer interpreters who could talk about the history of the buildings and work places they were assigned to. I couldn't resist making a visit to the old-fashioned cake shop and succumbed to a large slice of rich melt-in-the-mouth cake.

We all left to return home at different times. The small group I was with stayed until about half-past three, which from our morning arrival gave us plenty of time to take in most, if not all of the places.

26.04.2018 Coventry Transport Museum

18.05.2018 RSC Theatre Tour, Stratford

25.06.2018 Black Country Museum

04.07.18 Committee Meeting at Tesco

08.07.18 "Guest Speakers Morning" at Fradley David Gallagher on Young Drivers and Steve Ellis on Group Sign Off

11.07.18 Mid Month Drives and Theory

14.07.18 Curborough Breakfast Meeting

29.07.18 End of Month Drives / Talk on "Young Driver Event"

08.08.18 Mid Month Drives and Theory

11.08.18 Curborough Breakfast Meeting

14.08.18 Young Driver Event at Curborough

Young Driver Event - 14 Aug 18

LAM hosted 55 Local Young Drivers at its Free Safety/Skills Event on 14 Aug 18 at Curborough Sprint Circuit near Fradley.

There was an opportunities for 17 to 26 year olds to have a "taster" of advanced driving techniques whilst driving a BMW Mini Cooper S under the guidance of a Lichfield Advanced Motorists qualified observer. The BMW Mini Cooper S was very kindly donated by Sytner Tamworth. The 14 to 17 year olds were given driving instruction in 4 dual controlled driving school cars on separate circuits. The driving instructors were all experienced in this particular age group as most of their students have never driven before.

Side attractions included DHL articulated lorry to sit in for a LGV drivers view - see separate article. Everyone including parents found it amazing how many blind spots a LGV driver has to contend with. They could not see the car following too close behind the lorry or the motorcycle and pedal cycle alongside it.

Lichfield Fire and Rescue had a display to advise young drivers on road safety. Continental Tyres had a stand with a Jaguar on display and self healing tyres were demonstrated using a drill. We had experts with their electric cars, including a Tesla, to talk to people about modern technology. Free demonstration drives and also free drive assessments on public roads were on offer. Sytner of Tamworth also supplied a stand with a BMW Mini for display

There were 55 young drivers who took part, many more on the reserve lists who unfortunately could not get a drive. Overall it was day filled with lots of smiling happy young drivers. Parents and visiting public also had a good time and we have been asked many times "When is the next one?"

You can find a full review of the day here (<https://www.iamroadsmart.com/media-and-policy/news-and-insights/what-did-the-actress-say-to-the-advanced-driver/2018/08/21/what-did-the-actress-say-to-the-advanced-driver>) written by IAM RoadSmart's Head of Retraining, Alan Prosser, who kindly accepted our invitation to attend (or just search on IAM RoadSmart Blogs).



“This local skills day was a great demonstration of Continental staff that have passed the IAM Driving course offered by the company, and the connection with local IAM groups.”

**Mark Griffiths,
Marketing,
Continental Tyres**

Continental supports IAM young drivers' day

Continental continues its commitment to Vision Zero with IAM Roadsmart young drivers' skills day.



As part of our Commitment to Vision Zero, Continental recently supported IAM RoadSmart and the Lichfield group with a young drivers' Skills Day.

As the event was run by Paul Wilkinson's local IAM group, it made perfect sense to support in further educating new drivers to the road. Paul was supported by Mark Griffiths from Marketing, with a demonstration of our tyre technologies and the important role of tyre maintenance. The demo involved a car featuring ContiSeal Technology, with guests invited to drill into the tyre and experience the product in action as it maintained air pressure, thanks to its sticky viscous layer.

During the day, young drivers had the opportunity to take to the track with BMW MINI. Local IAM observers were present to assist with track skills. The courier service DHL supported the event with their safety team. Young drivers had the opportunity to examine a DHL truck while learning important considerations while on the road, such as visibility when driving near large vehicles.

With over 50 young drivers joining with parents, the day provided a great platform for engaging younger audiences and parents around tyre technology and our commitment to VisionZero.

Mark Griffiths added: "Working with our friends at IAM RoadSmart presents us with a great opportunity to fully engage with a broad mix of road users. This local skills day was a great demonstration of Continental staff that have passed the IAM Driving course offered by the company, and the connection with local IAM groups.

To round the day off, the Lichfield group made a surprise presentation to Paul Wilkinson, who passed his advanced driving course the fastest out of all members in 2018. Paul was presented with the Neil Atkins Trophy, that the local group recognise only one member with each year.

Paul said: "I am delighted to receive this recognition from my local IAM group, it is an honour to be recognised and I found the course really benefited my driving style, especially with the amount of time I travel for business."



Paul Wilkinson receiving the Neil Atkins award for passing his Advanced Test in the shortest period during 2017/18



OBSERVER NEWS

Grahame Ottewell - Chief Observer

There has been a lot of work undertaken by the Local Observer Assessors both in connection with training and supporting observers. Also some of us have been busy attending meetings to discuss the future of observers and observing.

Like most things we need to keep progressing and looking at new ideas. IAM RoadSmart is no exception. Observers standards have come a long way, especially for some groups who apparently used to record observed drives on bits of scrap paper or a fag packet. At least that is what I was told. I like to think that at Lichfield Advanced Motorists we have always maintained a high quality when it come to observers and been leaders in how we administered our courses. In fact some of our training formats are very similar to the current IAM RoadSmart Associates Advanced Driving handbook. Probably no coincidence.

IAM RoadSmart is always striving to improve standards across all groups. Probably it is fair to suggest that most people do not like changes and so we need to take on board what is being advised and see how those things will work for us. Sometimes we need to adapt and move on. Quite often in our case we are already at the standards required.

At the end of the day we strive to have the best observers and methods of guidance for our associates. Considering all of our observers are volunteers offering their time for free with their own lives to follow I believe we have a very committed group of observers at Lichfield Advanced Motorists.

We may look like swans calmly swimming along but underneath the surface there is a lot of work going on by our observers. On behalf of myself and Lichfield Advanced Motorists I would like to thank them for the many hours they put in to doing drives, training and taking on board new ideas and trying to make them work.

Local Observers vs National Observers

I would like to dispel a myth that some people think that a National Observer is better than a Local Observer. For me, it all comes down to experience. we have some very experienced Local Observers who are of a very high standard when it comes to observing. Quite often a new Local Observer may have a lifetime of teaching skills to offer. Some of those Local Observers do not wish to take the National Observer test. That is their choice but none the less their standards are without doubt just as good as a National observer.

The training for Local and National observers is very similar. However when it comes down to the test, then Locals are passed within their respective group and have reached the standard of that group. (Remember though that group standards may vary).

Nationals are trained within their group but are then tested by the Area Service Delivery Manage who certifies that they have reached the standard required by the IMI and IAM RoadSmart on a National Standard. That is why only NO's will be able to mark of the new Group Sign Off method of passing the advanced driving course. That is because the IAM RoadSmart can say that the NO is qualified to their standard to do that. The IAM RoadSmart cannot verify the standard of all LO's throughout the country as group standards vary. I would be very happy to stand by our LO's and say they are of a high enough standard to do that but unfortunately the outside governing body for our qualifications the In-

stitute of Motor Industries (IMI), understandably cannot accept that.

I am including below a report I found which helps to explain the difference between LO's and NO's. I hope this will explain a bit better. I am hoping to get more LO's to do the NO test. This will depend on Local Observer Assessors having the spare time to accommodate the training. Also guidelines suggest that no more than 10 % of our observers should be under training due to resources being available to undertake that.

The difference between an LO and NO qualification

Due to a couple of groups who were unaware of the difference between IMI LO (local observer) and NO (national observer) qualifications, please see the following definitions below:

An LO can only observe for the group with which they qualified, and the associate under observation must be a member of that same group; if they transfer groups they cannot simply transfer the qualification. Nor is there necessarily any need for them to re-do the whole LO process from the start. If the LOA for their 'new' group is satisfied with their skills having observed a session, then the LOA simply completes a final sign-off LOPS form and submits that to IMI via IAM RoadSmart so that records can be maintained.

An NO can observe for any group, even one they are not a member of, and that qualification travels with them if they transfer groups. This is because an NO has had an independent assessment of their skills by an area service delivery manager whereas an LO is a group appointment only (like the old group qualified observer). *Supplied by Scott Tulip*

I am also including another report from Shaun Cronin on page 15 on automatic gearboxes. These keep cropping up in discussions and people's views vary. Read Sean's common sense approach and bare in mind that vehicle automatic gearboxes vary. Drivers should read the car manual and understand how to get the best from their gearbox under different circumstances. Nothing is black and white.



Neil Atkins Award

We decided a few years ago to fondly remember and honour our sadly departed colleague and Chairman, Mr Neil Atkins, by making a presentation at our AGM to the Associate who started with us and passed their IAM RoadSmart Advanced test in the shortest time. This award runs from "AGM to AGM" dates.

Our 2018 AGM was held on May 23rd, but unfortunately, the recipient found a rather lame excuse to be absent. Something about a vacation in an exotic location with Palm trees and beach bars, or something similar I recall.

Just to compound matters and not content with missing the AGM (I must look up the rules about that), our lucky recipient then cleared off to Germany for extended periods of time for his work and hence missed every opportunity we had to present the award. However, we tracked our victim down eventually and it was his own generosity that allowed us to "spring the trap" at our Young Drivers day at Curborough on August 14th. We cornered him at the Continental tyres display, posing next to a rather nice Jaguar they had found from somewhere.

Our 2018 recipient of this award took 181 days from start to finish, narrowly beating another contender by just 3 days, so it was as close a battle as you could get! So, hearty congratulations and "got you eventually" to Paul Wilkinson, our 2018 recipient of the Neil Atkins Award!

CONGRATULATIONS...

Advanced Pass

Harry	SHEPPARD
Brendan	DWYER
Geoffrey	ELEY
Simon	JAMES
Vincent	MAXTED
Liz	KIRK
Lynn	WITTENBERG



Brendan Dwyer - Advanced Test Pass



Harry Sheppard - Advanced Pass

New Members

Hannah	HAWKINS
Dianne	RICHARDS
David	PAYNE
Ben	COTTERILL
Sam	HOULDERS
Ruth	RANAHAN
Martyn	PROCTOR
Louise	PURKESS
Paul	COCKRILL



Liz Kirk - Advanced Pass



Harry Sheppard - Adv Pass in his Tesla!



Lynn Wittenberg - Advanced Pass



Geoffrey Eley - Advanced Pass

Congratulations to John Watson for passing his IAM RoadSmart Masters level with Distinction! Well Done John!



John Watson - Masters with Distinction



Simon James - Advanced First Pass

Congratulations to Sue White who passed her ADI Part 3 Final Test - "I would just like to thank you all for your help over the last couple of years getting my own driving to a standard which has enabled me to achieve my goal. I very much look forward to continue to support the IAM as much as I can."

Automatic Gearboxes Courtesy of Shaun Cronin...

"Why this car is automatic, it's systematic, it's hydromatic, why its grease lightning" John Travolta couldn't have sung it any better way back in the late 70's, there he was talking about driving an automatic car in a systematic way. That's what I think now I know about a little book called Roadcraft. Are you singing the tune in your head now? Yep, me too.

Driving a car fitted with an automatic gearbox should be straightforward, I mean how hard can it be? The gearbox practically does it all for you, 'no need to touch it after putting it in drive sir' said the Ford salesman way back in 1973 to my father as he parted with his hard earned for a Ford Consul L 2.5 litre V6 with an automatic gearbox. The venerable BorgWarner 3 speed auto was my first introduction to the world of driving with an automatic gearbox.

Automatics, so often sneered at by advanced driving traditionalists years ago, have come a long way. Technology has moved on dramatically in recent years but has the human factor? I remember people being told you could not pass your advanced test in an automatic, then later 'only if you drive it in manual mode' as that is what the examiner wants! What rubbish. Most modern automatic gearboxes are now so clever with their multiple modes you rarely need to touch them, just select the right mode for the job.

The IAM RoadSmart Associate Logbook is very clear where it refers to the use of an automatic gearbox. • Be aware how to correctly select gears using either paddles or gear selector • Be aware of additional functions and modes

But how will you know what to do? Try something that so many of us just don't do – read the owner's manual. I checked the Mercedes manual for the new C Class, there are 9 very detailed pages dedicated to the use of the automatic transmission. If drivers just did that simple thing they would get so much more out of their car. Roadcraft (page 100-103) echoes the same advice as in red text it says 'Always consult the vehicle handbook to understand the features of a particular automatic system.' However, there are occasions where a manual intervention is desirable, for example when descending a hill. Roadcraft tells us 'A lower gear also restrains the vehicle's speed when descending a slope.' I remember once being told by someone 'I don't like automatics as they run away on hills.' I didn't feel it appropriate at that point to suggest a more likely cause was a driver input error!

Another automatic classic is what to do when stopped in traffic? Constantly moving it to park every time the vehicle is paused in traffic is a common error, Roadcraft, in red again, offers 'Check the advice in the vehicle manual as systems vary.' In truth most automatic gearbox systems advise you not to change to 'park' unless actually stopping to park.

The system of car control does not change when driving an automatic, bad habits can creep in like losing speed late, entering bends on the brakes etc. It is still 'brakes to slow and gears to go' so get the speed on approach right, this gives the car time to select the gear for the circumstances, then drive. Many modern automatic gearboxes are adaptive, they learn as you drive and get used to your driver inputs. With that in mind don't fall into another classic trap. As Roadcraft also says 'don't fiddle with the gearbox repeatedly. As automatic systems become more sophisticated they need less driver input.' I'm told that the Volkswagen Dual Clutch Transmission is one of the quickest automatics out there swapping cogs in around 8 milliseconds. Yet I know people who say they personally can still do it quicker in a manual, ahem, I think not.

In closing and returning to Mr Travolta once again, I wondered what Hydromatic meant in the song. It just so happens that the Hydra-Matic was the first mass-produced automatic gearbox manufactured by General Motors in 1939. See the song really was about gearboxes all along. So sing along now, 'we'll get some overhead lifters and some four barrel quads, oh yeah, keep talking whoa keep talking...'

Enjoy the drive.

Shaun Cronin Regional Service Delivery Team Manager (Southern)

Safari across East Africa

Arusha to Nairobi

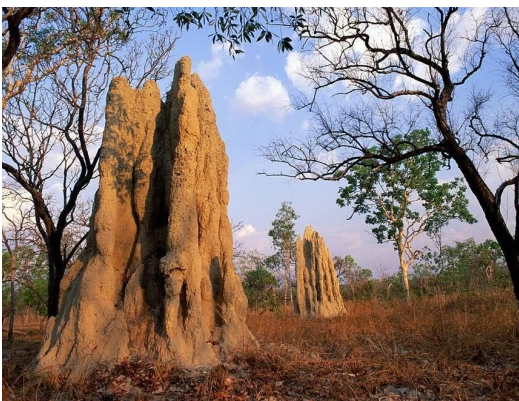
By Margaret Manuell

In the previous episode of the saga, George and I had enjoyed a pleasant couple of days in Arusha, but now had to make our way to Nairobi, pick up the ferry tickets we had been able to pay for in East African currency and somehow get across to Lake Victoria with a wallet of East African Shillings, now worthless in Kenya since the sudden withdrawal of the country from the East African Currency Union and one UK banknote. That wasn't going to get us very far.

After an anxious and sleepless night listening to the wind and rain battering against the windows of our hotel, and fearing that the road to Nairobi would be impassable, we had awoken to find a beautiful, still, sunny day, so decided to make our way onwards at a leisurely pace, taking in more views of Kilimanjaro and the wildlife on our way. I'm not sure exactly where we were on our journey when we decided to pull into a grassy layby by the side of the road to rest until morning. Night falls very quickly nearer to the equator and it was already dusk. We put makeshift screens at the car windows, and made ourselves as comfortable as we could.

The VW Beetle wasn't the most roomy of cars. We would drive on first thing the next morning and breakfast in Nairobi. We didn't think how we might pay for that. We both slept fitfully, and I woke to what sounded like a lorry pulling up and moving off again, but soon nodded off. We were both woken at daybreak by a knocking at the window and I drew back our makeshift curtains to see an anxious face peering at me. I wound down the window. "Madam, are you all right? Why are you here? Do you need help?" the man asked in English. "We are travelling," I told him, "and were very tired, so we stopped to rest". His expression was a mixture of astonishment and amusement. "This is a bus stop!" he said; and now I could see more people behind him, peering at us in curiosity.

Sheepishly we thanked him for his concern, and said we would be on our way soon. A bus pulled up, a passenger alighted, the man and the small crowd boarded and the bus drove off. There were no obvious settlements nearby, but we often found that. There would be villages hidden, off the road. If you stopped to rest, or, as we did after our children were born, to change a nappy, very soon a small crowd of women and children would appear, apparently from nowhere, to watch, in curiosity, at the strange antics of these wasungu - which, in Swahili, is the word used for white people; but it literally translates as "those who spin around on the spot"! I would feel that I was performing for them, as they made comments to each other in the local language about what I was doing. Our encounter at the bus stop had no doubt further entrenched the notion that wasungu really were quite mad!



© John W. Banagan/Getty Images

We headed off again towards Nairobi and breakfast. Close to the border with Kenya, we passed through the small Maasai settlement of Namanga, which is now a flourishing tourist town straddling the border. Then there was no border crossing point and it was hard to know where Tanzania became Kenya. There were just miles and miles of bush: the empty murram road, straggly acacia thorns and termite mounds as far as the eye could see. These strangely shaped heaps are the nests of pale bodied social insects that spend their lives hidden from the sun. Built up over years as the termite colonies grow, the mounds dominate the landscape like sculptures: strange-shaped edifices that turn the view into sprawl-

ing estates of red Kenyan earth.

It was a landscape like no other. We stopped for George to take film footage. I had the sensation of standing on a distant planet. I could see nothing. No cars, buildings, people, animals - no sign of life, only the sparse dry grass and straggly trees, and the hidden millions of termites busying themselves like ants behind their prison walls.

It was still early morning, we were nearing Nairobi when we encountered the first glimpse of human activity since leaving our overnight bus stop: two uniformed officers sitting at a table by the side of the road. This was the border post! Tanzania was miles behind us. As the road we had travelled was the only direct route from Arusha to Nairobi, it probably made economic sense to have checks on travellers and goods at this point, before they entered the capital, rather than on the actual border. Not until 2016 was the building of a border post started at Namanga.

From the men's look of astonishment as we approached, it was clear that very little had passed this way, or was expected, and certainly not two unaccompanied westerners, unfashionably dressed in crumpled garments. (In Nairobi, as we were to discover, the middle class city dweller, white and black, employer and employee, male and female, was smartly dressed and coiffured.)

These men, like the one at the bus stop, also spoke to us in English. We were required to show our passports, which they barely glanced at - luckily as it turned out later. They were insistent that we gave them an itinerary and an address where we would be staying. We explained that we were heading for the Lake Victoria ferry to Mwanza. We would pick up our pre-booked ferry tickets in Nairobi, then drive on to Kisumu. They had difficulty in understanding this. We had driven from Tanzania in order to drive across Kenya, to go back to Tanzania? by boat? And where would we be staying in Kenya?

"We won't be staying in Kenya, only driving through." "We must have an address for you while you are in this country." It was a question on their immigration form needing an answer. Neither of us let slip that we had no means of paying to stay anywhere and had no idea how we would refuel the VW for the journey, but they were insistent. They needed an address that they could write down. I scabbled about for my address book and opened it without hope. And found someone in Kenya! A teacher from Bwiru Girls School had left us for another post in upcountry Kenya and had given all of us her address; and, as luck would have it, her school was near enough, by African distances, to our travel route for the officer to note it on his form. We were free to go.

We drove into Nairobi as the first cafés were opening for breakfast. We parked up and had our first proper meal since we had left Arusha the day before. I can still remember the welcome cups of coffee, buttered toast and the sliced pineapple, sweet and strongly acidic, which blistered my tongue. I've no idea how we paid for it! We only had East African notes and coins. That was an issue still to be resolved.

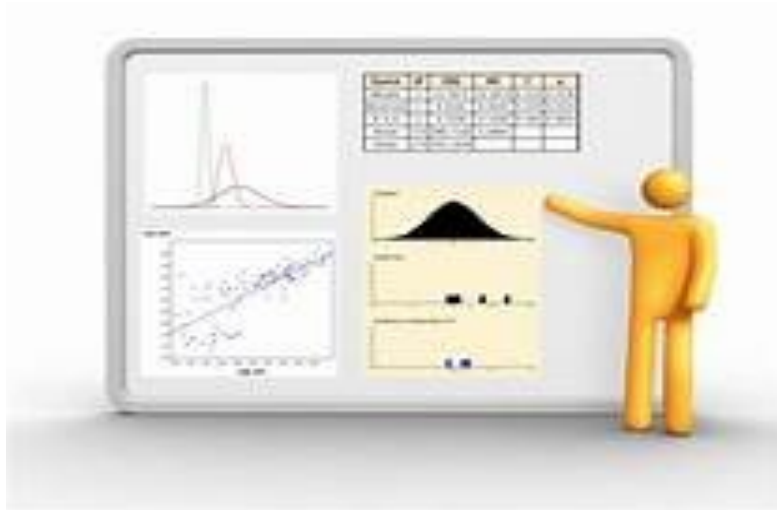
Margaret Manuell

Do You Belong to a Group?

Lichfield Advanced Motorists offer FREE talks on topics such as

Motorway driving; Parking and Manoeuvring; Vehicle technology; Night driving; Lone driving

Please contact
secretary@lamm.org.uk for more information



LAM – Stats Online

Twitter:

We have 418 Followers

Retweets and replies from IAM RoadSmart, Lichfield Mercury and other IAM Groups

Facebook:

Our most popular posts have been about our events and monthly meetings

Flickr:

See our gallery of pics on Flickr. Search for Lichfield Advanced Motorists



Follow LAM on Twitter!

@AdvMotorists



Follow LAM ON Facebook!



Watch the IAM RoadSmart on Youtube.com/ road-skillsuk

EGM NOTICE

LICHFIELD ADVANCED MOTORISTS GROUP NUMBER 3053



EGM Notice

NOTICE IS HEREBY GIVEN by order of the Group Committee that an Extraordinary General Meeting of "Lichfield Advanced Motorists" will be held at **10.00am on Sunday 30th September 2018** at Fradley village hall to enable the Trustees of the Group (Registered Charity No. 1027300) to elect a new member to the committee and to appoint a new Secretary. A new none committee role of Training Officer will also be discussed.

.....

NB All Group Full Members, Associates and Friends are invited to attend but only Group Full Members may vote. A Member entitled to vote at the General Meeting may appoint a proxy to vote in his stead. A proxy need not be a Group Full Member.

.....

Agenda

1. The elect a new committee member.
2. To appoint a new Secretary.
3. To discuss and appoint a new none committee role of "Training Officer".

Apologies can be sent by email to secretary@lamm.org.uk

Grahame Ottewell
Secretary
9 Sandiway
Barton-under-Needwood,
Staffordshire
DE13 8HH
secretary@lamm.org.uk

Lichfield Advanced Motorists

Lichfield Advanced Motorists (LAM) is one of a network of over 200 local IAM RoadSmart groups across the UK.



The group is run by dedicated volunteers who give their time and expertise in an effort to improve driver skills.

In addition, the group is a place where full and associate members can share ideas and contribute to the IAM RoadSmart's work in developing and promoting innovative road safety strategies. It also provides a social focus where members can meet and enjoy the company of fellow driving enthusiasts.

IAM RoadSmart

At IAM RoadSmart we make better drivers and riders. As a registered UK charity formed in 1956, we've spent more than 60 years making our roads safer by improving driver and rider skills through coaching and education.



Our qualified experts, our network of thousands of volunteers and 200 local groups are our lifeblood. They champion our cause and help drive our vision – to be the best, most recognised provider of coaching and advice for all post-licence drivers and riders – and our mission is to make better drivers and riders.

We also help businesses to develop their staff to become more confident, skilled and responsible on the road. IAM RoadSmart provides a range of risk management and training services, include e-learning, on-road coaching and seminars. We are proud of our achievements but there's always more to do. In 2015 we welcomed 6,000 more people as full IAM RoadSmart members, helped 150 achieve Master driver or rider status and awarded our 1,000th F1RST Register membership.

We also helped Go Ahead London to win the Prince Michael International Road Safety Award. At any one time there are over 7,000 drivers and riders actively engaged with our courses, from members of the public to company drivers, while our Driver Retraining Academy has helped 2,500 drivers to shorten their bans through education and support programmes.

And, as the voice of advanced drivers and riders in the UK, last year we made 5,500 media appearances and had a place on 24 major transport and road safety panels. Everything we do is designed to inspire confidence, respond to individual driver and rider needs, make our courses and services enjoyable and drive progress

Contact Us

Lichfield Advanced Motorists

Tel 07434 896668

Web www.lamm.org.uk

Twitter @AdvMotorists

Facebook

@lichfieldmotorists

Registered Charity

1027300

Newsletter feedback & ideas: julie@lamm.org.uk

Institute of Advanced Motorists

IAM House,
510 Chiswick High Rd,
London W4 5RG

Tel: 020 8996 9600

Fax: 020 8996 9601

Web www.iam.org

Registered Charity

249002 (England and Wales)

SC041201 (Scotland)