



LAM BUNKER NEWS

Edition 13



Thoughts from the Chair.

Having had 2 years of a pandemic with rather reduced travel and limited face to face meetings. We now find ourselves with another crisis and the prospect of prolonged very high fuel prices. These prices will clearly affect our driving budget so I found the following interesting. I hope this will give you some thoughts and help you to improve that budget.

From IAM RoadSmart 10/03/22: **Helping to lower your fuel consumption**

Greener driving

Driving smoothly and anticipating situations and other road users as far ahead as possible will help to avoid unnecessary braking and acceleration. Maintain a greater distance from the vehicle in front so that you can regulate your speed, when necessary, utilising acceleration sense and without using the brakes, unless you have to for safety reasons.

When slowing down or driving downhill, remaining in gear but taking your foot off the accelerator as early as possible will reduce fuel flow to virtually zero, in most vehicles.

When accelerating, shift to a higher gear early, even in an auto you can try this where appropriate and always remember high speeds greatly increases fuel consumption too so avoid excessive speed.

Offload unnecessary weight

Removing racks, roof boxes and bike carriers when they aren't in use will significantly decrease air resistance and improve fuel consumption at higher speeds. Try to avoid carrying unnecessary weight on your travels as this will increase fuel consumption –raising your carbon footprint.

Avoid busy periods

If possible, try to avoid driving during heavy traffic. Stopping and starting in traffic needs the use of the first gear and a lot of fuel is used to get the vehicle moving again. So, if you can plan that journey to avoid unnecessary then you could save not only your time, but that expensive fuel as well.

Check your tyres

Keep your tyres well maintained by checking the condition, pressure and tread depth. An underinflated tyre will use more fuel. When it comes to choosing new tyres, it's worth having a look at ones which are designed for extra economy. If you're unsure on how to check your pressures, then check out Tyre Safe who offer a range of resources for vehicle owners. However, it is always advisable to check the setting recommended by your vehicle manufacturer, and this can be found in your handbook. Consider changing to the high speed or load settings if you are on a long journey.

Continued.....

Continued...**Avoid short journeys**

During colder months, as your engine is trying to warm up it uses more fuel for the first four miles or so. Your engine stays cold when you drive less than two miles, and your car will produce 60% more pollution than a warm engine. The National Travel Survey 2020 found 25% of trips were under 1 mile, and 71% under 5 miles, so could you consider leaving the keys at home and avoid those short journeys where possible?

Keep it low

By keeping your speed low, you can reduce fuel consumption by up to 25%. Try pressing more lightly on the accelerator, often you can maintain the same speed with less pressure on the pedal. You'll soon see the mpg increasing.

Read the road ahead

Look to the road ahead and plan your next move. Instead of being in situations where you find yourself needing to be heavier footed on the brake, try slowing down as you approach the red light or junction, if you can keep the vehicle rolling slowly all the better. It's also recommended to avoid hard acceleration when moving your car from a complete stop, or climbing a hill as it will increase fuel consumption.

Limit your use of climate control

Air conditioning (AC) is the single largest contributor to lower fuel economy during the summer. Under very hot conditions, AC can reduce a vehicle's economy by a whopping 25%. Since air conditioning systems run off the engine, they often sap power and fuel efficiency in the process, so if you don't need it on then you may eke out a few extra mpg if you turn it off. If you do need it then it's worth using sparingly.

Well I do hope a solution can be found to these higher energy costs in the short term, that will help us all through this crisis.

My wife and I have been waiting for a special holiday for over 2 years (3 cancellations) and this now looks like finally happening at the end of the month. I will be driving down to London for a flight to New York where we will board a transatlantic cruise. So, I will not be around for most of the month of April, so I'll see you all at the End of Month meeting.

Be RoadSmart and drive safely.

The Chairman David Korzonek



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Advanced Motorists from Oct 2021 - Feb 2022

Gail Brown. Sue Archer. Glyn Fitchett-Watkins. Julian Boardman-Weston.
William Bailey Ian Purvey.



Advanced F1rst

Declan Laffan. Paul Cottrell.



Certificate of Achievement

Hayley Gotheridge. Alan Dandy.



Young Drivers Event 2022

Lichfield Advanced Motorists have held two previous Young Driver Events at the Curborough Sprint Circuit near Fradley. A third event was planned for 2020 but unfortunately was cancelled due to the Covid outbreak.

We are now pleased to announce that plans are already in motion to hold a Young Drivers Event during August 2022. This event will again be held at the Curborough Sprint Circuit. We are grateful to the Shenstone and District Car Club who own Curborough Sprint Circuit for allowing us to use their facilities free of charge.



Young Driver Events are aimed at 14 to 24 year olds. Our aims are to have the older full licence holders drive a car under the guidance of our observers to look at some advanced driving techniques. For the younger and non-licence holders there is the opportunity to drive a car, probably for the first time, in one of our four dual controlled driving school cars.

A sub-committee to organise the event has already been formed. The sub-committee comprises Pat Round, Nigel Rogers and myself. We have already held a first meeting and are currently busy contacting people and companies to provide cars for the young drivers to use and static displays for the event.

The sub-committee is very grateful to those of you who have already volunteered to help out on the day. Subject to space, we are still looking for a few more special vehicles to put on display. If you know of anyone who has an interesting vehicle or display then please get in touch.

Progress on our group event, including the date and static displays taking part, will be published in the next newsletter.

Grahame Ottewell - Young Driver Subcommittee member

LOOKING FORWARD

The Bunker Bulletin was devised by Grahame Ottewell and Geoff Russell in early 2020 as a means of communicating with members in the absence of the physical meetings and it kept us informed through the long months of the Covid-19 pandemic.

We hope that the worst is behind us, but we continue to be vigilant, because there several variants still out there. However, we are optimistic that things are getting back to normal and look forward to re-establishing regular group visits and events.

This is the last Bunker Bulletin. Look out for the birth of a new, colourful periodical, designed and edited by John Watson, which will launch in the summer. We will need members' contributions for the new publication, so do send in news items and images, articles, letters – anything which you think will be of interest to members – not only driving and safety related, but also of general interest.

Thanks to all those who contributed to the Bunker Bulletin. Thank you, Lynn, for putting together the final LAM Bunker Bulletin, and for all the regular BBs, compiled with Chief Observer, John Watson.

Margaret Manuell LAM Secretary

Events & Visits

2021



Coming tentatively out of lock-down, a small group met up in June to take a tour round the Allied Special Forces Memorial Grove, which is within the National Memorial Arboretum at Alrewas. We were guided by three former Special Forces servicemen who expanded on the information on the memorial plaques. Because the WWII Specials worked behind the enemy lines they were in danger from both opposing and friendly forces. The moving stories of these brave men and women who died carrying out incredibly difficult exploits to thwart the enemy are only gradually coming into the public domain as the embargoes are eased.

In July we returned to the beautiful [Morton Hall Gardens](#) in Worcestershire for the summer display with a group who hadn't previously visited. All proceeds after costs go to the RSC Stratford to expand and maintain their wardrobe department in Stratford on Avon. Another visit is planned for April 2022.



In October we visited Tamworth's Norman Castle and museum that has had an extensive upgrade of its interior displays. Our group spent an enjoyable two hours exploring Tamworth's heritage from Anglo-Saxon times and through the following centuries to the last family to live in the castle in the 1860s to the 1880s.

Planned for 2022

A group is already booked up for a March visit to RAF Cosford, but there is still an opportunity to join the spring visit to Morton Hall Gardens on the morning of Wednesday April 13th. We get there under our own steam then meet up with our group. The cost of the per head is £13. Contact me at lammargaretmanuell@gmail.com if you want to join us. For May/June we are getting together for a visit to Middleton Hall, near Tamworth, and the adjoining RSPB Middleton Lakes. If the weather is good on the day we'll have a pop-up picnic, – there are plenty of lovely spots to choose from. If the weather is bad, we could visit the on-site cafe instead. If you'd like to indicate an interest in the visit, contact me on the same email.

Margaret Manuell

Fuel & fuel tax

A subject that is very much in the news at the moment and making many peoples lives difficult due to the cost is the price of fuel, which has a knock on effect on just about everything we buy.

It would be great if the government helped out by reducing the amount of fuel tax charged as nowhere near all the revenue received in fuel tax is spent on maintaining the road network.

William Bailey

The new Highway Code Vs Pedestrian Self preservation by Nigel Rogers

We, at LAM and those in the wider Advanced Driving world have been made aware of the new rules. We might not agree with some or all of them, but for better or worse they are now law.

I have had the opportunity recently to conduct my own "mini test" of the rule that states that pedestrians have priority when crossing the road at a traffic junction and that other traffic should give way. One wet afternoon in Burton on Trent, I enjoyed a half hour walk of the residential streets which lots of drivers use for parking to avoid the cost of Queens hospital car parks.

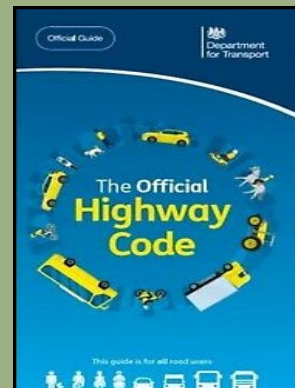
I crossed several junctions during my walk where traffic wished to manoeuvre, but not once did any show any inclination to give way to me. In fact, it might have been considered slightly suicidal to walk out in the expectation of them offering me safe crossing.

Observation of drivers eyes and body language suggested that in the main, scant attention is offered to the pedestrian, possibly because the driver of 1 to 2 tons of metal feel feels that the pedestrian would not be so daft as to walk in front of their vehicle, right of way or not.

It is also true to say that fellow drivers have enough to deal with during a manoeuvre in busy streets and junctions. We use IPSGA to allow us to prepare well ahead of an intended manoeuvre and allow more time for such situations, but IAM membership of 90,000 hardly compares to 34million or so UK licence holders. It seemed to me that some drivers were observing and planning too late, then changing gear, braking and turning the steering wheel all at the same time. No time left for the unexpected.

Until such time that all motorists are made aware of the new Highway Code (all of it, not just the new bits), my advice to anyone utilising foot leather approaching a traffic junction and wishing to cross is as follows:

1. Do not assume that traffic will give way to you, even if the rules say they should.
2. Stand at the "safest place" where it's clear that you wish to cross.
3. Wait until it's clear that the driver(s) have seen you, using Observation of their eyes, Road position, speed and hand signals if applicable.
4. If you deem that it is reasonably safe to cross, keep an eye out for bikes, motorbikes etc "filtering", particularly if a van or truck has stopped for you.
5. Golden rule; A drivers hand gesture to suggest that he or she is allowing you to cross in front does not imply it is safe to do. What about traffic from the other direction or the bike whizzing past the vehicle that has stopped for you?



TOP TIPS - from Chief Observer John Watson

A particularly warm welcome to all associates who are new to learning the techniques and system of advanced driving - and congratulations to all members who are keen to hone their skills and who always strive to improve.

I am sure that new associates will enjoy the course, so here are some top tips to help you get to grips with Spoken Thoughts - the commentary that shows your Observer how much information you are absorbing and using as you drive.

TOP TIP NO.1 If you are new to advanced driving, say out loud every hazard warning sign (commonly red triangles) and every instruction sign (commonly red circles) as soon as you can see them.

TOP TIP No.2 When you see such signs, check your mirrors - not just the centre one. Advanced drivers check their mirrors frequently.

TOP TIP No.3 When you approach the hazard, such as a roundabout or a crossroads, check your mirrors again.

TOP TIP No.4 Don't have tunnel vision - have funnel vision. Many non-advanced motorists just concentrate on what's happening immediately in front of their car. Advanced motorists scan broadly, to the left and right as well as ahead, and also look far into the distance.

TOP TIP No.5 Practice the advanced driving skills you are learning *every time* you get behind the wheel.

Wishing you safe and happy driving!

Herd Instinct

You may well think I am going to discuss Covid and Herd Immunity. You will be pleased to note that I am not.

Road users can sometimes have another "infectious" problem called Herd Instinct. Road users may be compelled, sometimes by pressure, to discard their own perceptions if other people tend not to share it. Let's take pedestrians. Have you ever noticed that on a busy road or after the pelican crossing has changed to red for pedestrians there are those pedestrians who still follow the herd and walk out onto the road. They may feel safer in groups. They may know it is not safe but others are doing it. If they had been on their own they may have stopped at the kerb edge.

Motorists may find themselves driving as if in a herd. We know all about the 2 second rule and even longer in foggy conditions. Unfortunately you may suddenly forget your own safety because everyone else is driving along the motorway just a few yards from the vehicle in front so you feel pressurised to do the same. Some motorways have those space guidance markings on the lanes. You will see motorists start to space out safer because others are doing it. Then, once the marking have gone they all close up again. They know it is not safe but the herd says it is so they follow the herd. They know it is wrong and unsafe but they still do it. Likewise in foggy conditions some motorists will forgo their own safety because other are driving faster than them in foggy conditions. The problem only comes to light when those motorists have to stop suddenly. The herd crash into each other.

Driving is an intensely group behaviour and the transmission of perceptions is very strong. We need to recognise the flaws and stay alert.

Grahame Ottewell National Observer

It's behind you!**Nigel Rogers**

Advanced drivers using IPSGA pay a lot of attention to what other drivers are doing. It is not unusual for those drivers to fail to look ahead to see situations developing and they may unwittingly drive themselves into avoidable risks, which can affect the Advanced driver too

The "I" of IPSGA can tell us a lot about how a following driver is observing and their regard of the rules of the road

When you observe signs in the distance, informing you of your entry into a Parish, Town or City, it's a good bet that a speed restriction zone will soon appear. So, it should come as no surprise when a speed restriction sign come into view in the distance.

Seeing the sign some distance ahead and conscious of ever rising fuel cost and the environment, we back off the throttle to allow our vehicle to slow down to the required speed limit, whilst using minimal or even no brake effort, if it is safe to do so

However, observation of following traffic for a while soon tells you if the following driver is looking ahead, concentrating upon driving, complying with the law or simply reacting to your brake lights. Unfortunately, in some cases all they seem to look at is your brake light.

How can you tell?

If you ease off your speed using the throttle, having seen an obvious and visible speed restriction or other requirement ahead and the driver behind zooms up to your bumper, that driver is likely to be a "follower of brake lights". Therefore, it may be wise to consider that a light application of the brake pedal may be beneficial, just to illuminate your brake lights but not necessarily to decelerate rapidly by use of the brakes.

That way, the "follower of brake lights" receives the necessary incentive to understand that you may be slowing down, but for what reason may remain a mystery to them for some time!

If the following driver has scant regard for the speed limit (there are rather a lot who unfortunately fall into this category), their sudden close attraction to your cars rear bumper might possibly be interpreted as frustration or intimidation. In such cases, any sudden deceleration by you carries an greatly increased risk of the following vehicle becoming a messy part of yours. Hence the "I" of IPSGA once again comes into play, by looking well ahead and around whilst planning your manoeuvre and anticipating those of others. Here, you seek to drive as smoothly as possible, giving lots of time for others to see your accurately targeted directional and speed change signals, so that you present no surprises to the close follower. Finally, don't be "pushed" by a tailgater into speeding. That would make two of you speeding and guess who gets snapped by the camera!

Some of this advice might not apply to electric vehicles, where deceleration by use of the throttle pedal is used for regenerative charging of the battery. Those drivers may be advised to consult their cars instruction manual to establish if light, medium or maximum throttle deceleration for regeneration initiates the brake lights of their vehicle automatically