

## Message from the Chairman

Welcome to the 3<sup>rd</sup> Bulletin and welcome to new Associates who have joined recently. These are monthly bulletins (except in months when our quarterly Newsletter is published). They are intended to provide our membership with some “togetherness” during the pandemic.

Much is happening in the world and not a great deal of it is good. I try to avoid the news because, in my view, it's all doom and gloom and not even my anti-depressants stand much chance of being effective!

There are some good things happening though. IAM RoadSmart is on the move after months of inactivity brought on by COVID-19. **Motorcycle groups** have been given the green light to restart observed **rides** based on a recent relaxation of lockdown measures, in particular, meeting outdoors in small groups of no more than 6 people while maintaining 2m social distancing. Advanced Rider and Masters Rider tests are also back in place. Some of our IAM RoadSmart motorcyclists have been hard at it, perhaps especially so during the current pandemic situation, doing their usual unpaid volunteer work as “Blood Bikers”; it's worth knowing that all Blood Bikers are required to hold an advanced riding qualification ie IAM or RoSPA. Check out [www.freewheelers.org.uk](http://www.freewheelers.org.uk) for more about what blood bikers do here in the South West. Our nearest Freewheeler group is in Yeovil and their bikers are members of Somerset Advanced Motorcyclists and Cheddar Valley Motorcyclists. If you see them fundraising while out shopping, stop and say “hello” to them... they are very sociable and have something in common with you; IAM RoadSmart!

As a car group, WAM, like other car groups, cannot restart observed drives because of the 2m rule and while this **might be** reduced in coming weeks, it is arguable whether appropriate social distancing will be achievable in cars. We also need to bear in mind that Somerset has a high “R” number (last time I looked!) and this may have a bearing on us restarting. One thing is an absolute definite though; WAM won't be starting observed drives until it is safe to do so – safe for Observers and safe for Associates.

A while ago I mentioned that RoadSmart Area and Regional managers had been furloughed. Well they are now back at their respective helms and Shaun Cronin, Area Manager for the South of England and Regional Manager for the South West (Region 1... us!), has already begun engaging with Groups Chairs in Region 1 to arrange Zoom/Skype meetings. There's no stopping him and it's good to have him back with us.

In the absence of our monthly members' evenings, we will continue keeping in touch as best we possibly can – Bulletins and Newsletters. I hope you enjoy receiving these and – hopefully enjoy reading them! I have had feedback from **2** members but those are 2 members out of 122. I'd like to hear from more of you because keeping in touch works best when it's 2-way. So if you can drop a line to our editor, David, (who always puts his contact details on every communication) with some feedback he will pass that on to the Committee members and one or two others who give up time to write articles for you to read. And there's nothing stopping you submitting an article of your own... is there?

Until next time,

My best wishes to you.

Andrew

Went to my first social distancing Christening last Sunday



# Barry's Bit

## The RSM would like a chat.

Andrew's 'Man of Calibre' piece in the last Newsletter, not only made me laugh, but also brought back memories of one of my own idiot mistakes whilst I served in the army.



In 1977, I was a Corporal in number 2 Platoon, 101 Provost Company Royal Military Police stationed in Düsseldorf. We used to work week and week about which meant that in week 1 my platoon was on Police Duties whilst on week 2 we were on Admin duties.

Week 1 meant that I got to play the army equivalent to PC Plod whilst wearing Number 2 dress

uniform, red cap and shiny boots and go around locking people up. Week 2 'scruffing around' (Ha! Chance would be a fine thing!) in fatigues and doing routine maintenance duties such as battle readiness programmes (exercises); routine 'housekeeping' duties and general training etc.

My 'Andrew Moment' came one summer's day in 1977. I was tasked with going to RAF Gütersloh, a distance of some 100 and odd miles, to collect the new Brigadier's belongings and transport them to his new home in Düsseldorf.

This was a job to look forward to, an easy ride and a simple 'escort' duty. We were going in an army 3 tonner; just me and the civilian driver. Unfortunately the driver was a Turk who spoke very little German and absolutely NO English. And I was the Brit who spoke very little German and absolutely NO Turkish. As you can appreciate, it wasn't a great footing for inter-racial communication and entente cordiale, but having said "Guten Morgen" to each other and established that yes, we were going to Gütersloh, off we jolly well set.

The journey was made in a standard (i.e. as noisy as hell and absolutely no creature comforts) Bedford RL 3 tonner. Allowing for a break at the ½ way point, it took us about 3½ bone shaking hours to cover the relatively short

distance. Because of the aforementioned language difficulty what stilted conversation there was between us quickly petered out until just the music from the driver's tinny radio filled the void. But the lack of conversation was pleasant and allowed me the time to just admire the scenery and go with the flow.

It was a glorious day; the sun shone, the scenery was great and all in my world was peace, calm and tranquillity. As I recall we made good time and pulled in through the main gates at RAF Gütersloh sometime late morning. Arriving in such a timely manner and with no hiccoughs along the way as far as I was concerned, it was a good job well done! I remember being in a happy, buoyant mood as I reported to the Guard Room. We were logged in and directed around to the relevant warehouse.

As I chatted to the duty Flight Sergeant the driver backed the lorry up to the collection point ready for the crew to load up. And that's where my problem really came to light. The truck was empty.

"Yes of course it is" I said, "I'm here to collect the new Brigadier's possessions".

"No, you're not" said the Flight Sergeant, "you're here to *deliver* the outgoing Brigadier's possessions ready for loading on the next flight back to the UK".

You know; I really think it's the first time that an RAF Sergeant ever saw a Military Police Corporal shrivel up and die on his feet in front of him! All of my tranquillity and inner peace knotted up to a huge medicine ball sized lump in the pit of my stomach. Even before I phoned Sgt. Harris, my Company Clerk, I knew the sort of trouble that awaited me back in Düsseldorf. It didn't help that the good Sergeant was bright and breezy on the other end of the phone as he casually mentioned that the RSM (RSM = Regimental Sergeant Major = GOD) wanted to "chat" to me on my return.

Apparently the RSM had been having a good day too, right up until the time when an irate Brigadier 'phoned my OC (Officer Commanding) to ask where his truck and driver was!

My once glorious sunny day was now full of dark foreboding thunder clouds. Not a scintilla of joy was to be had from the scenery on the way back and to be honest, if the driver was playing his tinny radio on the return journey, I didn't hear it!

As the truck pulled into the yard at the back of the police block I saw there was an 'escort' from my chums in Number 1 Platoon waiting for me. For

those of you who did their Military Service, you'll know full well that a Military Police escort waiting for you on your arrival somewhere is not a good sign. No. Not a good sign at all!

Needless to say that the very one sided chat I had with RSM when I was marched into his office was not one that I relished at the time or even now is one that I'd wish to repeat. Privileges were withdrawn and several additional duties added to my normal duty list.

No, definitely NOT the best chat I ever have had in my Military career, that's for sure.

But even far worse was to come! My platoon Staff Sergeant made sure that for every night for the rest of our 'admin week' I stood a 'round' in the Corporal's mess to every member of the platoon. Cost me a fortune, that did! 😞

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I learned afterwards that the German Autobahn Police had stopped several British army trucks between Düsseldorf & Gütersloh to try to find me and turn me around. When that failed the whole platoon had to trundle up to the Brigadier's quarters in their Land Rovers and trailers to hastily collect his various boxes and furniture etc. and deliver it all to Gütersloh in my stead.

It took a whole platoon of 30 men and vehicles to do the job that rightfully should have been done by one. It took months to live that one down with my platoon and to be honest, for the rest of my posting, I'm not really very sure that I did!

*Barry,*

### Quiz Answers Bulletin No. 2; June 2020

1	Pope Benedict XVI	11	Sedgemoor
2	Pope Francis	12	Military Personnel
3	Russia	13	The Bristol Channel
4	Mohamed Morsi	14	Wounded Service Personnel
5	Third in line	15	Water supplies
6	The Long Road to Freedom	16	Alex Salmon
7	Jordan	17	Women
8	Laurence of Arabia	18	Hottest
9	Cyclones	19	Lewis Hamilton
10	16 years old	20	Agincourt

## The Barbecue

A few months ago The WAM committee heard of the impending retirement of Andy Ware from his post as IAM RoadSmart ADT examiner covering our area including the former Camelot (Yeovil) Group of Advanced Motorists. The committee unanimously voted to provide a retirement present commensurate with the high regard we feel for the statesmanlike work he has done for us over a period of many years and a sum of money was set aside for this.

**What we were to spend it on?** After a tactful inquiry of Andy's preference of gift, our illustrious Events Coordinator and Vice Chairman, Barry Keenan, put his ideas before the full committee. After some discussion it was again unanimously agreed to purchase a new gas barbecue. Initially our also illustrious leader, Andrew Griffiths WAM Chairman, and lots of other important positions, did some research. Due to Covid-19 and the subsequent lockdown, this was put on the backburner, so to speak, as Andy's retirement was postponed because his replacement was unable to complete his I.M.I. Masters training course. All training at all levels was necessarily halted.

When we heard that there was to be a gentle relaxing of lockdown rules, and due to the exceptionally fine sunny spring weather, there was a general consensus to go ahead with the purchase so that Andy could take full advantage of his barbecue. Otherwise the presentation looked as if it would not take place until the autumn AGM. Unfortunately, when I accessed the web link provided by Andrew, that model had been removed from stock, presumably sold out. I agreed to follow up Andrews's research in earnest for an alternative barbecue. (Silly old me!). I searched Amazon and eBay first. Did you know that you can pay from £25 for a simple kettle type charcoal barbecue, up to in excess of £2,500 for a large professional stainless steel gas model? I was originally only searching for stainless steel models. It soon occurred to me that I had joined the bandwagon a little too late. All of the more economical stainless steel barbecues were out of stock with no further supplies expected anytime soon. The cheapest I found was nearly double our budget. I tried further searches on dedicated barbecue websites like manomano.com and many more which bore no better fruit. No luck. When we were allowed to go out in our cars, and the garden centres had reopened, I even went up to Monkton Elm, the Range, and B&Q to check their prices. Too expensive, and to my mind, not best value for money. Eventually I found a suitable barbecue on the Argos website. In budget,

including waterproof cover and barbecue toolset. Unfortunately, Argos were not delivering barbecues at that time and I couldn't even get click and collect.

### At last some luck

Getting desperate now, I looked at the Homebase website. Although we no longer have a store in Taunton, there is one only 24 miles down the road at Tiverton, just off the A361 North Devon Link Road. There was an ideal candidate in stock, the Texas Nimbus two burner gas barbecue, (with side burner hob). Again unfortunately, no click and collect and no delivery. The only way to buy one was to drive down to Tiverton. Having purchased face masks online, Alice and I went to Homebase at Tiverton and joined the queue, suitably masked and gloved, (because both Alice and I are over 70 years and because of my heart condition, we are both in the vulnerable group). As well as the Texas Nimbus barbecue at sale price, we also found a heavy duty waterproof cover and a small set of barbecue tools. The total price was £2.25 under budget, which I spent on a retirement card.



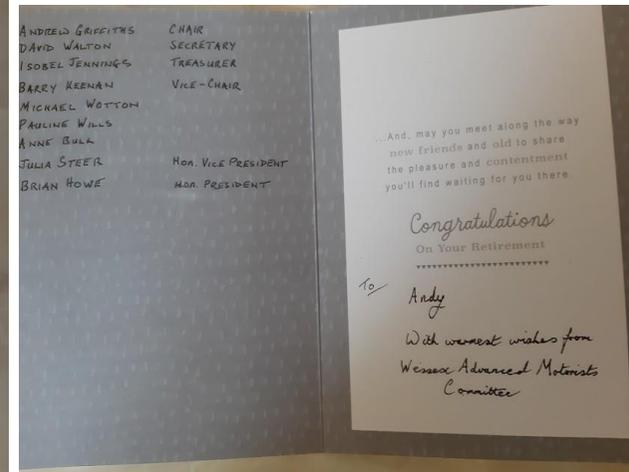
### Social distancing observed

Following an email to Andy and Judy a meeting was arranged for 28<sup>th</sup> May 2020 at 3:00pm, at the far end of the central car park in Langport. On a bright sunny day with our cars parked at a suitable distance apart, I opened the tailgate of Alice's Skoda Yeti and stood back, while Andy opened the back of his car. He then transferred the barbecue and accessories to his own car. Unfortunately, there was no handshake, but we did take a short socially distanced walk up to



the River and back. Chatting amiably about all the usual topics. Andy was most grateful for the gift and the timing of its presentation. His existing old barbecue was on its last legs with several bits not working correctly. We exchanged good wishes for each other's family and friends and Andy sends his best wishes and thanks to the committee of Wessex advanced motorists.

### Brian Howe



Brian received the following email from Andy a couple of days ago:

*Hello Brian*

*I hope you and Alice are still coping well with the present regime. It looks as if there is some light at the end of the tunnel.*

*This is to thank you and the rest of the WAM committee for the generous retirement gift of the gas barbeque and ancillaries.*

*The assembly took about the same amount of time as an IAM test, so that was ok. It went into immediate use and to date has been used almost a dozen times in this lovely weather. My skills have elevated from New Zealand cooking (All Black) to quite an acceptable culinary standard (at least that's what Judy says).*

*Thank you all once again. It is uncanny that this bbq is the new and up to date version of our old one which was well overused and on the decline. Well spotted Brian.*

*Best wishes*

*Andy (still examiner 746)*

## Another thing you didn't know about our Chairman

It's a well-known fact that I am a woodturner. In fact, 6 or so years ago, I gave a woodturning demonstration at a WAM members evening; of course, it was TGAM in those days.

It is an evening the front row will never forget, as a chunk of oak flew off the lathe and over my shoulder onto the stage. This was to be followed later by my lamp falling onto the lathe resulting in the bulb exploding. The old saying goes "never work live with children, animals or lathes". Despite my offer of another entertaining woodturning evening, it has never been taken up. How odd.

What is **not** known about me is that when I was 14, I was church organist at St Peter and Paul in the village of Abercanaid, South Wales, where I lived until my family upped-roots and moved to Hampshire. I haven't touched a keyboard instrument since!

The organ I played was a traditional pipe organ, Henry Willis, 3 manual (i.e. 3 keyboards), pedal board and loads of knobs and switches. Knowing hymns had some benefits in my GCE music course at school. Miss Hickey, my teacher, would give us the soprano line of a song, tune, melody etc. and for homework we had to harmonise the other 3 (bass, tenor, alto) to produce a tuneful result. Often we didn't recognise the melody she'd given us but on one occasion I recognised it as one of the hymns I had played for a church service. So **obviously** I copied it from my organists hymn book which included harmony techniques we hadn't yet been taught... just for fun you understand. I did my homework version properly without cheating!

Next lesson, Miss Hickey would then play each of our compositions in front of the class (of 5). When it came to mine, she began playing what I'd copied straight from the hymn book and as she continued playing she looked at me and said "A...n...d...r...e...w?"

It caused a chuckle but she gave me extra marks for resourcefulness, impressed by the fact that I'd also produced my proper homework version (which didn't sound quite as good).

Moving on 50 years... I joined a jazz appreciation group the day it was formed by John Gilbert. Some of you will know John as he was an Observer and newsletter editor with us for many years; I had no idea of John's keen interest in jazz and it was only when he mentioned to me in conversation

that he was having piano tuition from a professional so he could "jam" with a couple of fellow enthusiasts.

It's a great group to belong to and the knowledge base of members is impressive. Occasionally John asks for a volunteer to prepare a presentation to give at a future meeting. One of the topics he was keen to hear about was the history of organ jazz. It was something that appealed to me so I took it on.

My presentation covered early jazz on the harmonium, to jazz on the church pipe organ (Fats Waller!) moving onto to early Hammonds (Fats again!) and then onto later Hammonds (Jimmy Smith, Barbara Dennerlein) and today's other synthesised keyboards. I had lots of props... real, **yes real**, church organ pipes (no, not from St Peter and Paul... bought them off eBay to incorporate in wood art), harmonica and lots of downloads from YouTube to listen to.

Why am I telling you all of this? Well the presentation reignited my interest in playing the organ. So in February 2020 I bought myself a new Hammond organ and some sheet music to play.

One great thing about my new Hammond is that it has a headphone socket so I can play it without anyone else (Katie!) hearing the dreadful discordant noise I make. After 50 years of not touching a keyboard **and** after 50 years of that cruel ageing process we humans have to endure, I'm finding that my fingers are nowhere near as nimble as they used to be. Neither can they stretch as far across the keys as they used to. So I have to start the relearning curve by exercising my fingers on the keys and after about an hour, both hands are **throbbing** afterwards so much I can barely hold my glass of single malt whisky!

It's frustrating but it'll get easier as I exercise fingers/hands more each day. And you never know, my jazz organ presentation might be coming to a members evening sometime... well, either that one or the woodturning presentation. Perhaps the jazz one is safer if you happen to be sitting in the front row 😊

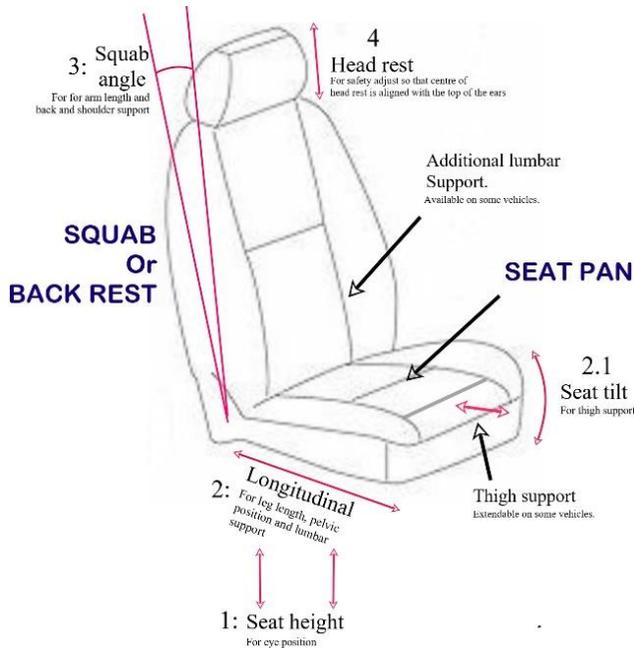
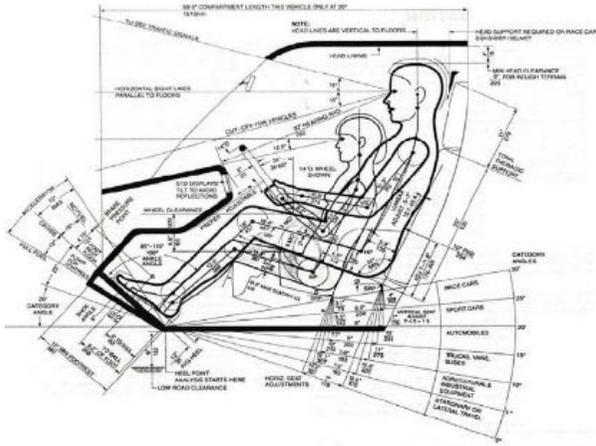
I'll update you of progress in the next edition, with some photos (the Hammond, not the whisky 😊 Cheers!).

Andrew

# About Posture

By Nigel Albright

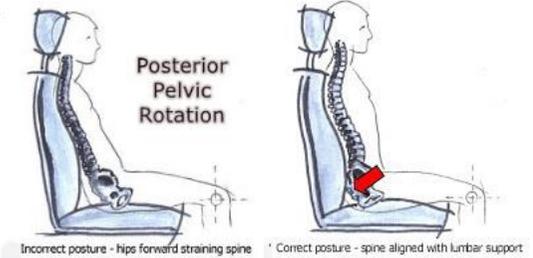
Manufacturers put an immense effort into researching the design of vehicle seats to ensure that our back and spine are properly supported and yet, according to the British Chiropractic Association, driving can be one of the main contributors to back pain with some 30-60% of drivers reporting back pain which is either caused or, made worse, by driving. But why? The main reason is obviously that many do not sit properly in a vehicle and ensure they are always using the full support of a seat's ergonomic design. Nowadays, with multiple adjustments available on most seats and fully adjustable steering wheels, there really is no reason for a poor seating position.



For the sake of illustration I have divided seating position into two parts; the *static*, such as when you have just adjusted the seat or, basically when driving in a straight line and the *dynamic*, which can affect your spine and back when you operate controls. The objective is obviously to have a seating position which fully supports the back and causes the least amount of stress on it in all circumstances, particularly dynamically. The seat illustration is mine, because

no suitable diagrams or identification of parts can be found on the web.

The first thing to adjust is, perhaps, the least obvious – that is head height or, more properly, eye height (1). This should be no lower than about half-way between the steering wheel and the top of the windscreen and no higher than being horizontal with the central mirror. This provides the optimum view ahead. Next, is the leg length (2). This is crucial for proper lumbar support because the weight of the upper body bears down on the pelvic area, so it is important that the correct curvature in the spine is established to sustain this posture. In a manual vehicle the test is to **fully depress the clutch with the ball of the foot** whilst ensuring the back side is firmly into the base of the seat. This prevents *posterior pelvic rotation*. Clutch action should always be a full leg action from the thigh, not pivoting the foot from the heel. Most seats now offer adjustment for both leg length and seat tilt (2.1) so that the front of the seat pan can be adjusted to take the weight off the leg, particularly the right side because a lot of leg and thigh weight rests on the heel.



The arm length is adjusted by changing the **squab angle** (3). You should be able to have full and easy access to the whole steering wheel so we need to do checks for that as per the illustration, ensuring the shoulders, and therefore the upper



back, are fully into the seat. Then, when we drop the hands down to a normal driving position, there is a suitable bend in the arms which is also comfortable for sustained driving.

The last seat area to adjust is the head-rest (4) so that its centre point is aligned with the top of the ears. This ensures that in a crash it is helping to prevent whiplash because a poorly adjusted headrest, which is often too low, can cause the head to rotate over the top of it causing severe damage to the neck and nerves.



The final adjustment, where possible, is on the steering wheel. Ideally, an extension of its centre-line should meet your body mid-way between the shoulder joints so that there is equal distance from the shoulders to the top or bottom of the wheel.

Having done all this we can analyse the driving position: The eyes are in the best position for maximum view ahead at the same time the head is far enough back to minimise the angle between the sightline and the rear-view mirror, allowing us merely to flick the eyes onto the mirror rather than turn the head. However, we are not so far back that we cannot have full and easy access to the whole of the steering wheel whilst simultaneously being able to have a comfortable basic hold on the wheel with the shoulders staying in contact with the seat. The leg length is good with the backside firmly into the seat avoiding *posterior pelvic rotation* so that the whole upper body is properly supported at the pelvis. At the same time the thighs are also properly supported, primarily taking the weight off the heel on the accelerator foot. In this way it should be possible to drive for extended periods of time without discomfort or tiring, although certain chiropractic based advice does suggest forms of isometric exercises on long journeys.

Having spent all that effort getting the seating position and the lumbar support right it's important to ensure that it remains so when we are actually driving. Both the way we hold the wheel and the way we operate it can affect the alignment of the spine, which brings us to steering. The only steering technique where full support in the back can be maintained at all times is one which is *symmetrical*, meaning even or, the same on both sides, In road driving there are basically two types, with a third marginally optional. The first is generally called pull-push, the second being rotational and the third is fixed hand. The most common one is rotational steering. Here the practice is to pull down on the side of the turn keeping both hands on the

wheel. When the lead hand is low enough it is removed and replaced above the following hand causing the arms to cross over. Automatically one shoulder will be lower than the other and the natural tendency here is also for the body to lean in the direction of the turn. Together this means a lateral, or sideways, bend in the spine. This is often executed with the top part of the body being out of contact with the seat and so places additional pressure, or stress, on the lower lumbar region. So, there is not only a twist in the spine but also a lack of proper support for the back. The other by-product of this technique is that the head moves and puts the eyes out of alignment with the rear view mirror. The *symmetrical* approach ensures that both hands work evenly on the steering wheel which, in turn, ensures that the shoulders stay horizontal and that there is no tendency to lean. This means the back and shoulders always stay fully in contact with the seat, with the spine properly aligned for full lumbar support. It also means that the eyes are constantly aligned with the rear view mirror, which in turn means it can be used at any moment without the need to turn the head and constantly twist the neck.

### More Examiners Quotes

The money saved by the government on driver education and road mending, will be spent on jails and investigating fatal accidents.

Drivers are safer when roads are dry. The roads are safer when drivers are dry.

Give a bad driver an inch and he'll take off one of your bumpers.

A polite driver is one who sounds his horn before forcing you off the road.

Holiday time is when the highways agency closes all the roads and opens all the detours.

The most important car accessory is a wallet

*Cheers*

*Andy Poulton*

**IAM RoadSmart Examiner Region 1 South West**

## Flower Quiz Answers

1	Milk producing undergarments	7	Cowslip
2	Dairy produce in a drinking vessel	9	Buttercup
3	A confection and a vegetable	5,3	Sweet Pea
4	Vehicle with a country's people	9	Carnation
5	Truthfulness	7	Honesty
6	Burning card game	3,3,5	Red Hot Poker
7	A very proper lady	8	Primrose
8	Say hello to this girl	8	Hyacinth
9	A bird and a measure	6,4	Cuckoo Pint
10	Card game with St George's foe	10	Snapdragon
11	This boy is very sugary	5,7	Sweet William
12	An animal and a hand warmer	8	Foxglove
13	Concealed cowboy	9	Hydrangea
14	This colour might ring	8	Bluebell
15	This animal went up	3,4	Dog Rose
16	An untidy Christmas bird	6,5	Ragged Robin
17	Wed a precious metal	8	Marigold
18	A witches mode of transport	5	Broom
19	Go fast to this source of water	9	Speedwell
20	Would like to be remembered	6,2,3	Forget Me Not
21	This girl comes from another continent	7,6	African Violet
22	Male bike riders	8	Cyclamen
23	Use to clean a glass vessel	6,5	Bottle Brush
24	Hard working woman	4,6	Busy Lizzie
25	Boys comic with king of the jungle	9	Dandelion
26	A Kentish cathedral rings them	10,5	Canterbury Bells
27	Oriental lights	7,8	Chinese Lanterns
28	A little of the white stuff	8	Snowdrop
29	Could this be a valuable stick	6,3	Golden Rod
30	You would not see this girl at night	3,4	Day Lily

If Matt Hancock announced that the UK had created a Covid-19 vaccine, the press questions would be:

- BBC: Will you apologise for not creating it sooner?
- ITV: Is it true that it contains animal products?
- C4: Wouldn't this have been quicker and more lives would have been saved if the UK had joined the EU vaccination scheme?
- Sky: You said creating a vaccine would take a year: do you now accept that you were misleading Parliament, the media and the general public?
- Daily Mirror: Isn't it true that austerity stopped the vaccine being made sooner?
- Guardian: Do you accept the evidence suggesting vaccines are racially biased?

### A Very Clever Performance

[Follow this link to see the video](#)

*Study finds that parents can do  
1/3 of their kids' maths, but  
struggle with the other 3/4*

At long last here it is, the quiz that you've waited all month for!

Now remember, people, this is a general knowledge quiz, not a test of your prowess on a search engine, so crank up your memories and not your computer!

Happy quizzing,

Barry

### July Quiz Questions 2016 - 2018

1	15 January 2016. Who was the first 'official' British Astronaut to do a spacewalk on the International Space Station?	
2	29 January. What was the last vehicle ever to roll off the assembly line at Solihull marking the end of 60 years of car production?	
3	3 February. The High Court gave permission for who to be declared dead and for a death certificate to be issued, <i>some 42 years</i> after his disappearance?	
4	20 February. What was the name of the Prime Minister who announced Britain would hold a referendum on the UK's membership of the European Union on 23 June?	
5	Queen Elizabeth II marked her what birthday on 21 April 2016?	
6	1 July 2016. A two-minute silence was observed at 7:28 a.m. throughout the United Kingdom to commemorate the centenary of what?	
7	According to the Society of Motor Manufacturers and Traders on the 5 January 2017, were UK car sales at a record high or a record low during 2016 when 2,690,000 new cars registered?	
8	30 January 2017 – A petition to stop US President Donald Trump's UK state visit gathered more than 1.8 million signatures. Was it successful in stopping the visit?	
9	27 May 2017. Which international air carrier based at Heathrow Airport, suffered a massive global IT system failure which caused severe disruption to flights worldwide?	
10	On the 28 <sup>th</sup> March 2017, what new coin of the realm was issued by the Royal Mint?	
11	Which part of Britain became an officially recognised UNESCO World Heritage Site in July 2017?	
12	On the 21 <sup>st</sup> August 2017, the chimes of what world renowned landmark fell silent as a four-year renovation of the building began?	

13	Commissioned on the 7 <sup>th</sup> December and the 21 <sup>st</sup> December respectively, what are the names of Britain's 2 newest aircraft carriers?	
14	What was the name of the French President, who in January 2018, agreed to loan the Bayeux Tapestry to the UK? (The first time in its 950 years that it had left France, by the way).	
15	In February 2018 who or what did Formula 1 decide to remove from the trackside?	
16	Two storms hit the UK in February 2018 causing devastation around the UK. What were their names?	
17	In what country were the 2018 Commonwealth Games held?	
18	On the 1 <sup>st</sup> March paper notes of what denomination and featuring the face of Charles Darwin ceased to be legal tender in the UK?	
19	On 3 <sup>rd</sup> May, Mt. Kilauea in Hawaii erupted. Amongst the more stupid questions The US Geological Survey was asked was "is it safe to do what over a volcanic vent"? (Clue; Think <b>really</b> stupid!)	
20	What rule change for learner drivers was introduced on UK roads on the 4 <sup>th</sup> June 2018?	