

Message from the Chairman

I hope this finds you safe and well, having just entered the latest restriction in an effort to contain COVID19.

The “rule of 6”! No more than six people to meet indoors or outdoors in England. All the jokes are circulating; “the Magnificent Seven are no more”; “Snow White’s Seven dwarfs are told to lose one... and he’s not Happy”; “Police intervene to break up The Last Supper”....and many cartoons hitting the internet. Well we certainly need some humour injected into our lives!

On a serious note, we are all reminded on a daily basis of the rising number of cases of COVID19. The R number has increased to a level higher than it was in March. With winter approaching, the prospect of second wave is becoming more of a reality than hype. Why am I mentioning this? Read on...

In my role as Chairman and Chief Observer, the safety of all of our Members, Associate Members and Observers is first and foremost. I have therefore decided that Wessex Advanced Motorists will not resume observed drives for the remainder of 2020; I will review the situation with the Committee in January. The decision - fully endorsed at Committee during a Zoom meeting on Wednesday 16th - is key to doing “our bit” to help contain the virus.

Most significant for Observer safety is the social distancing rule;

- 1) 2m remains the “default”
- 2) 1m “plus” kicks in where 2m is unachievable. The “plus” refers to use of mitigation such as face masks, visors, glove2 and sanitiser.

In the confinement of a car, an Observer will be much less than 1m from the Associate; real measurements give the distance around 50-60 cm, stretching to 70cm in a full-size car such as my Daimler Super Eight. I am strongly opposed to putting Observers in such close proximity protected by only commercial-grade facemasks which are certainly not flawless.

And because of the rule-of-6, we cannot hold a physical AGM next month. Instead the Committee is working on a ZOOM AGM and more details will be issued on how to “attend”.

The Committee will continue to produce the Bulletins and newsletters but please, please, please help us out with some contributions... don’t leave all the work to just the committee. It’s hard to believe that 120 members have nothing to offer!

And now for something completely different. How many of you can recall Monty Python’s Flying Circus which made that expression well known today? This lady passed her MoT this week! At 34 years young and just 50,800 genuine miles on the clock, she continues to make me smile every time I take her out. And that isn’t often enough; in 12 months she has covered just 350 miles because she only hits the road when the sun is out and the roads are dry (and we’re not in lockdown). But when she does hit the road, the roar of that 5.3 litre V12 engine is something to behold. Jaguar certainly knew how to build cars back then... I’m not saying they no longer do but these days cars are built to a price and not to a quality. As you can see, the bonnet is long and wide. It is all engine and ancillaries!

Can you spot the IAM Wessex badge? Clue; it’s on the car!



Hammond Organ

No update yet on progress redeveloping my musical abilities on my new Hammond organ. After not touching a keyboard instrument for 50 years, it's proving a real challenge. I hope to have something to write about next time.

This contribution is short and sweet. Another Zoom meeting approaches with my fellow Chairs of the IAM RoadSmart Groups in Weston, Exeter, Plymouth and Cornwall.

And don't forget those contributions! PLEASE.

Andrew

Barry's Bit

THE COCKPIT DRILL. SUBTITLE: "YOU BLITHERING IDIOT!"

As Advanced Drivers we all recognize the merits of familiarizing ourselves with the layout of the controls in our vehicles. We know it as the "Cockpit Drill".

But it's not only the IAM that teaches the cockpit drill. In 1979, in line with every other police driver before and after me, I was taught the importance of these checks on my standard Police Driving Course.

It was during a night patrol during the deep dark winter of '83 that I realised that my mate and crime fighting partner for the night had clearly missed the 'Cockpit Drill' section of his own course some 20 years or so, earlier. ... And, apparently, every refresher driving course he'd done since!

I was the Area Car driver in Derbyshire's 'C' Division working out of the old Renishaw nick. My partner for the night was PC Eddie Laws. (A most apt name for a copper, don't you think?) Eddie was a Bobby of the old school; never in a rush, seen it all and done it all. Full of tales and wisdom and always great fun to be with. At this time Eddie was the section's Acting Sergeant, the real one being away on some sort of course for the month.

On the night in question we were nice and cosy in my newly delivered Vauxhall Cavalier. At the time, these were brand new to the fleet. Aside from the usual switches and dials you get on any family car, this one was full of the additional switches and knobs that controlled the various radios, lights and sirens that were fitted to the Area Cars. All very state of the art, unlike



the rest of the Divisional fleet. Our 'beat cars' were standard Mark 2 Ford Escort's with 'Police' stencilled on both doors and a 'Police' light box on the roof. They were just standard family cars with absolutely no frills, no blue lights, no sirens and no fitted radios. (Each Bobby carried his own personal radio... and they didn't always work, either!)

So! 'Twas a dark and stormy night.... Well no, it wasn't actually. The sky was ominous right enough and the weather cold. Very cold. The sort of weather that would freeze the nose off you face. It was just itching to snow, but hadn't quite got there yet. You know; the sort of weather that freezes the air in your lungs and allows sound to carry for miles.

In fact, the main reason that Eddie was with me on that particular night was because of the cold. Out of all of the section cars on patrol that night, mine had the most proficient heating. As he said, there had to be *some* perks to being an Acting Sergeant!

At about twenty to two on this cold January morning, having patrolled just about every part of our section area and met with all the other beat Bobbies for a 'supervisory chat' we found ourselves in Creswell, a village on the far south eastern fringes of our area. Noting the time Eddie suggested that we head back to the police station for a well-earned break. This would be a nice easy drive taking about 25 – 30 minutes. No rush, the motoring equivalent of a beat Bobby's steady plod.

We were just making a final wide loop of the village before we headed back we got a call from control to say that a neighbour had phoned in to report two burglars in the British Gas Depot in Eckington. Now that makes it sound a lot grander than it was, believe me. The yard itself always looked like a scrap merchants' on a bad day. But aside from a lot of old copper pipes etc. there were some expensive tools and machines plus a van or two stored there. A bit of thieves paradise really. No guard, no alarm and a fair chance that the local beat copper would be somewhere else. Plenty of time for a scoundrel his to do his dirtiest and scarper before the fuzz arrived.

Well, our local 'Dick Dastardly' and his chum hadn't counted on the brand new Area Car just itching to put all of its horses to the test, had they?!

So, flicking on the switch that operated the blue lights, off we shot. At 2:30ish in the morning there was no need for the siren. Remember, this was a cold crisp night and sound carries and we had no wish to disturb any sleeping residents



as we sped along the A616 and through the quiet and deserted sleeping streets.

As we drove the blue light bounced back at us from the hedgerows and houses giving the whole drive a constantly changing and sci-fi like blue strobe effect.

After Creswell and Clowne we skirted Barlborough and raced down the hill towards Renishaw. Through that and we were almost at our target. About 200 yards out I asked Eddie to switch off the blue light so the reflection wouldn't attract the attention of our two rogues just waiting to have their collars felt in the traditional manner of " 'Eeeello, 'ello, 'ello! What's goin' on 'ere, then?!"

Unfortunately, as I mentioned earlier, Acting Sergeant Laws had completely missed the memo about the cockpit drill because as he reached across for the light switch, he turned on the siren instead. Now remember, this is the dead of night; at this stage I'm just sneaking through the traffic lights and up the hill towards the gas depot, now just a matter of some 50 yards away. All you could hear, if you listened very carefully, would have been the muted hiss of my tyres over the tarmac. All round the village everything was quiet and silent when suddenly...

WHEEEee -WAAH!! WHEEEee -WAAH!! WHEEEee -WAAH!!

I tell you, the scene inside of the car was like something from a Laurel and Hardy film as I batted his now scrabbling hand away from the controls and turned off the lights and the very unwanted siren myself. Needless to say, on arrival at the depot there was no thieving scallywag in sight! We could see where they'd been, right enough (the place was more of a mess than usual as they'd piled their loot ready for removal) but sadly no collars were felt on *that* particular night!

And Eddie's excuse? He said he'd always done the cockpit drill from the drivers' seat and everything was in the wrong place where he was sat as a passenger! To be fair, it was a plausible argument, but we still lost our bandits for the night.

And to add insult to injury? About 10 minutes after we arrived on scene it started to snow. Heavily. Had the snow arrived just 5 minutes before we did we could have tracked the heinous Gas Board Bandits back to their lair on foot, dammit!

And so it was, having reassured the neighbour that everything was now quiet, (as it had been before we arrived!) and he was safe to go back to his bed, we slunk back to the nick gently squabbling over why a copper should know the cockpit drill from both sides of the car!

Happy days!

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Having worked your way through that tale of woe, here's the long awaited answers to the quiz I set in July and just for your delight and delectation, somewhere in this bulletin there's another one to tease your brain with.

Barry

Quiz Answers Bulletin No. 3; July 2020

- | | |
|--|--|
| 1 Tim Peake | 11 The Lake District |
| 2 Land Rover Defender | 12 Big Ben |
| 3 Lord Lucan. | 13 HMS Queen Elizabeth and HMS Prince of Wales |
| 4 David Cameron. | 14 Emmanuel Macron |
| 5 90 th | 15 "Grid girls". (Inappropriate in 21 st C). |
| 6 The Battle of the Somme. | 16 Storm Emma & the Beast from the East |
| 7 High. | 17 Australia |
| 8 No. (It went ahead on 3 rd - 5 th June 2019) | 18 £10 notes |
| 9 British Airways | 19 Roast Marshmallows on a long stick!
They can now drive on the motorways. |
| 10 The new twelve-sided £1 coin | 20 (Accompanied by an ADI in a dual controlled car). |

"I'm not adding this year to my age; I didn't use it.

World's largest crane lifts 170 tonne Hinkley reactor 'liner cup'



The world's largest crane, dubbed 'Big Carl' has lifted a 170t steel containment liner used in the construction of the second reactor at Hinkley Point C nuclear power station into place.



The lift came just nine months after the same lift for the first reactor. The second lift was performed 30% quicker than the identical part on unit one.

The liner cup is the base for the reactor's steel containment which is being prefabricated in five parts and lifted into place by Big Carl.



Prefabricating the liner means that welding can take place in covered bunkers protected from weather, which client EDF Energy said would help to improve quality and efficiency.

The liner cup for Hinkley Point C's second unit was built in 39 days versus 57 for the first. Its construction has been overseen by the BYLOR joint venture between Bouygues and Laing O'Rourke. The construction and lift were completed on schedule, despite workers having to adapt to coronavirus working conditions.

The cup is one of more than 500 prefabricated steel and concrete elements that Big Carl will lift, including whole sections of buildings, walls and pre-cast air ducts. The heaviest items weigh in at 1,600 tonnes.



Nigel Cann, Hinkley Point C construction delivery director said: "This milestone shows how replication and innovation are driving efficiency at Hinkley Point C as we build our second identical reactor on site. In turn that will benefit our planned third and fourth units at Sizewell C in Suffolk. Hitting the schedule during Coronavirus is a tribute to the workforce that has had to adapt to new ways of working to ensure the safety of the site and the community around it."

Submitted to Chair@wessexam.uk by Andrew Hepworth, one of our Group's Observers.

Andrew is Plant Lifecycle Management -Business Architect Lead at Hinkley Point "C" (HPC). "My primary role is to define the systems architecture from engineering design, equipment procurement of EIGHT MILLION PARTS, through construction and finally commissioning. My team must be able to prove that we've built to the exact design before handing over HPC to operations".

Sounds simple enough😊!



Thinking Aloud

By Nigel Albright

I recently re-established contact with one of my fellow founder members of the High Performance Club, Bob Allder, who has also been a highly competent and lifelong church organist. He asked me whether or not I double de-clutched my gear changes. I said that was interesting because it brought to mind a YouTube video which I had just seen by Ian Tyrrell from his series, Tyrrell's Classic Workshop. By classics that means serious high performance classics, Lamborghinis, Muras, older Ferraris and the like. This man tunes the carburettors on the most sophisticated and powerful road-going engines with a piece of rubber pipe and a screwdriver, to the extent that he gets invited to South Africa, for example, just to perform this work on a rare Aston Martin and also Ferraris. From what I have seen there seems little he does not know or understand about the mechanics of vehicles and he presents in a very pleasant and unassuming way. In this video he was examining and explaining about a gearbox which had been removed for possible refurbishment and pointed to clues which showed how the car had been driven. He deduced that the gear changes had been made too quickly and this had degraded elements of the synchromesh mechanism which would now need attention. In this case that would mean expensive attention.

This reminded me of two related points. Firstly, the man who in a way first inspired me in driving was my first boss, John Weeks (otherwise known as Weekie) who was Controller of the Guide Dog Training Centre in Exeter. Weekie was a very fast driver, and I mean fast, on the open road but, kept to the speed limits in towns. In the 1960s there were 30mph limits in built up areas and apart from that the roads were 'de-restricted'. I never knew where he learned his driving technique but, on reflection, he had Roadcraft down to a T. Weekie had his own Hillman Husky and sometimes other members of the staff drove this car. The thing I remember most was that even at 20,000 miles, which was quite a lot in those days, that car seemed just as tight as the day it was born, and his gear-changes were always very slow and deliberate.

The second point is that Devizes (police driving school) taught double declutching both ways with a steady verbal count of 'one thousand, two thousand'. The objective was to ensure drivers took time over their gear-changes and didn't just shove the gearstick through the gate but, placed it deliberately and thoughtfully in its new position. In fact with the brain properly and fully engaged - assessing, thinking and planning ahead – there

should seldom be a need for a rushed gear-change. But, manufacturers are forever trying to make the driving experience easier and, if you like, less effort. Motor car design and engineering has long been influenced by what has been learned on the race track and clearly there can be advantages in this. For example, it can be reasoned that the paddle style gear changes add to safety because they keep two hands on the wheel for more time, and one can't argue with that. However, because gear-changes can happen at the flick of a finger that can also reduce the amount of thought and planning which needs to go into driving and I reason that is not a plus. With regard to keeping hands on the wheel in what I would call a normal configuration (i.e. manual box) you can plan gear-changes so that they don't happen at vulnerable places, for example on HPC you would be expected not to make gear-changes abeam of junctions.

Talking about making a gear selection which is too fast for the box brings another element into play. John Miles, a former Hendon Advanced Wing Instructor and the first BSM HPC Course Manager, made the point that particularly when starting from cold you clutched-in and waited for a moment before carefully selecting a gear. This was when there was often no synchromesh on first gear and it was necessary, also whilst the oil in the gearbox was still cold and less fluid, to allow the layshaft to slow down before selecting a gear. This avoided the often heard crunch sound when first gear was selected. I previously lived at the end of a very nice close which finished in a circle around which were four properties. The people opposite were a delightful family and the lady of the house, on returning home, always reversed into her parking position. However, every time she selected reverse gear there was a crunch sound because, without hesitation, the gear selection was taken straight from a forward gear into reverse. So many times I wanted to say to her that if she could just wait a second and then select reverse she would avoid that sound of the gears clashing, but I never did.

Blue Light Aware

There's an updated video put out by GEM, which you might like to watch.

"Produced with the emergency services, Blue Light Aware is designed to help you to help the Emergency Services when they are on a blue light run."

Covering the most common areas of concern and updated to include Smart Motorways, this is essential viewing for all road users."

https://youtu.be/Sq_qBijChWk

TALE LIGHT

QUICK WAY TO A FUNERAL

The first car to get caught in a Mobile Speed Trap was a Hearse. It was checked at 94 mph in a 60.

SAVED BY THE RED LIGHT

A red traffic light, which all the car drivers had obeyed, saved their lives. A Boeing 737 slid off the runway and through a busy intersection crashing onto the busy road in front of them. Only one car was hit but many would have been crushed if the lights had been green.

PARKING PEST

A court fined a driver for repeatedly parking his Pest Control van outside a local restaurant putting off customers from dining there.

EXPOSED THAT LITTLE TRICK

A woman driver is suing her local Doctor after she posed for topless photos to pursue a car accident claim. She was only suffering from WHIPLASH.

DON'T DO AS I DO, DO AS I SAY

A social worker that counsels violent youths received a suspended sentence for punching a Warden in a parking dispute.

DOESN'T DO ANYTHING FOR ME

A disqualified driver dressed in woman's clothing complete with a wig and false Breasts to avoid recognition. He was still spotted by Police who recognised him!

IT'S ALL WHITE TO ME

A property dealer had his new JAGUAR sprayed a different colour after having three dreams about crashing in a white car.

Andy Poulton

IAM RoadSmart Examiner Region 1 South West

*"Thank you for contacting Severn Trent Water.
We appreciate your feedback. Is there anything
else that we can help you with today?"*

*"Yes. Can you explain to me why £3 a month
can supply water to a village in Africa, yet my
bill is £37 and it's only my wife and me?"*

More Examiners Quotes

Motorway accidents will diminish when brain power matches horsepower

It is strange that a car driver never remembers that they were a pedestrian

Maybe the reason we have traffic problems is because the traffic has become as dense as the drivers

Be patient with the driving faults of others. They may have to be patient with yours

*Cheers
Andy Poulton*

Perks of being over 70 and heading towards 80!

- Kidnappers are not very interested in you.
- In a hostage situation you are likely to be released first.
- No one expects you to run - anywhere.
- People call at 8:00pm and ask: "Did I wake you?"
- People no longer view you as a hypochondriac.
- There is nothing left to learn the hard way.
- Things you buy now won't wear out.
- You can eat supper at 5:00pm.
- You can live without sex but not your glasses.
- Your supply of brain cells is finally down to manageable size.
- You can't remember who sent you this list.
- And you notice these are all in Big Print for your convenience.

September Quiz Questions 2019

1	17 th January 2019. Which member of the Royal family had a car accident that led to him giving up his driver's license?	
2	15 th February 2019 thousands of school pupils around the UK went on strike as part of a global campaign for action on climate change. What is the name of the then 16 yrs. old Swedish school girl who started the movement?	
3	On the 1 st April 2019 London Liverpool Street, London King's Cross and Edinburgh Waverley become the last of Network Rail's stations to abolish charges to what?	
4	What is the name of the French Cathedral that had a devastating fire in its roof on 16 th April 2019?	
5	What was the name of the horse that won both the 2018 and the 2019 'Grand National' at Aintree?	
6	The 2019 Eurovision Song Contest was held in which city	
7	Still with the Eurovision, where was the UK entry placed?	
8	Around 27,000 dogs and more than 150,000 dog lovers attended the world's biggest celebration of all things canine at Birmingham's NEC over three days in March. What is the name of this annual show?	
9	In May the highlight of the 2019 British horticultural calendar featured 700 exhibitors, 20 show gardens, various new gardening product launches and other ancillary events. What is the name of this annual show?	
10	Between 14 th & 25 th May 2019 the celebrated Cannes Film Festival was held, but where?	
11	In June 2019, The Ford Motor Company announced that in September 2020 it would close its Engine Plant in what Welsh town?	
12	What was the name of the British travel company that collapsed in September and whose staff worked for free in 'pop-up' shops around the country to help reorganise & salvage people's lost holidays?	
13	What is the name of the Climate Change protest group whose various protests were banned across London in October by the Metropolitan Police?	
14	A ban on climbing which famous landmark in Australia came into effect in October 2019?	
15	Which British actress won the 'Best Actress' award at the 2019 Oscars?	
16	The 2019 Cricket World Cup was won by which country?	
17	In November 2019 John Bercow stepped down as 'Speaker of the House' after 10 years in the role. Who replaced him?	
18	During its November launch and thrown by the head of design to demonstrate how thick the glass was, what broke the windows of Tesla's "Bullet Proof" truck?	
19	In November, what famous Rock & Pop star admitted he's spent 25 years building a model railway	
20	In December American President Donald Trump, the 45 th President of the United States, was impeached. How many other US Presidents have also been impeached?	