

Message from the Chairman

This is the final Bulletin. I hope you enjoy reading it.

In the absence of any contributions from WAM members, the continued flow of new and interesting material has become very difficult. It has become an unsustainable burden on the WAM Committee members who have provided you with what I hope has been an interesting monthly read.

I also hope you have appreciated the amount of time and effort each of us has put in to keep us all feeling a part of WAM during difficult times.

The quarterly Newsletter will continue. However, to ensure this, **I must encourage you all again to provide contributions**. It would be most regrettable if the Group Newsletter in its current form were to go the same way as the Bulletin. It is **our** Group Newsletter. If you wish to secure its future in its current form, I need contributions from you. It cannot be left to the Committee.

Our Group has 120 members. I hope you will feel it would be worth just a small amount of your time to support your Group in this way.

Andrew

Barry's Bit

And let that be a lesson to you! Subtitle: I need a new helmet now.



You may remember that in the last bulletin I mentioned my mate Acting Sergeant Eddie Laws and his complete failure at the Cockpit Drill? ('You blithering Idiot!' September 2020)

Well this is a little tale of my own derring-do a couple of years before I was the Area Car driver.

One Saturday afternoon in the height of the summer of 1980 I was walking my beat around Eckington village generally minding my own business and steadfastly avoiding contact with the local residents lest I got called upon to arrest a shoplifter; sort out a neighbour dispute; tell some kid the time or anything else that would potentially *"get me involved"* and keep me from finishing my shift on time.

As such I planned my route to take me from the village centre, bustling with Saturday shoppers and possible points of 'contact', across the bus terminus and up the hill past the ambulance station and then across the field to the 'Barratt Estate'. This was a huge sprawling development where I was sure to get a cup of tea and chance to keep out of sight for 20 minutes or so.

In the shopping area I'd successfully managed to dart from doorway to doorway all the while avoiding any interaction with the public. I was as stealthy as a Ninja, a mere thought of a shadow in the corner of someone's eye. However, crossing the bus terminus would be different. This was a challenging open area with no cover available and would necessitate my calling up the ghosts of all Beat Bobby's who'd gone before me if I were to remain invisible.

All was well as I hurried across the tarmac of the bus terminus. Clearly my cloak of invisibility was doing its work and I remained unseen. A mere wisp of the imagination... until suddenly came the call every copper dreads. "Poh-Leece-Man, oh Poh-Leece-man!"

I stopped dead in my tracks and tried to hide in my own shadow. Slowly peering over my shoulder so as not to attract attention I saw a slightly out of breath and harassed looking woman hurrying across the tarmac in my direction.

There was nothing for it, I'd been rumbled. Turning to face the lady with my best *"I'm really here to help you"* smile and using the vernacular of the area I said "Ay up, m'duck, and what can't Ah d'for thee thun?" (Loosely translated as "Yes, Madam. How may I help?")

It seemed that she was a passenger on the Sheffield to Chesterfield bus (calling at Eckington) when a fight had started between two groups of young fellows seated at the back of the lower deck. *"Football supporters"*, she suggested with distain, apparently on their way to a local derby match at Chesterfield.

She told me that she'd complained to the driver about the ballyhoo these youths were causing but much to her surprise and obvious disgust, he didn't pay her the attention she felt she deserved. (I later discovered that he was taking a wallop in the eye at the time for having the temerity of trying to stop

said high jinks). Catching sight of me crossing the terminus he'd suggested (none too politely I understand) that she'd be better off attracting my attention than bothering him!



There was nothing for it, duty called and I had to go. You'll understand that as a most conscientious bobby and public servant that I'd carefully checked all around to see if there was some poor frail old girl in need of help crossing the road or whatever first. I'd even gone to the extra mile in my community service of '*actively encouraging*' some old biddy to cross the road with me, but with a firm swing with her handbag to the side of my head she had gently explained that she actually wanted to go the other way; to the shops.

(Some people are just so blasted selfish, have you noticed? Believe me, if I was coming to the end of my shift or god forbid, in desperate need of the Gents, I'd have been fighting off the blue rinse brigade with my truncheon! But when *I* need an old girl to assist across the road? No chance!)

So, bringing myself out of a disinterested slouch, I pulled myself to my fullest 5' 9³/₄" and, being overtaken by some old boy with a Zimmer frame, I marched resolutely across the terminus and onto the bus.

Aside from those law abiding types who were watching the brawl with interest, my immediate shout of "OY! YOU LOT!" drew absolutely no discernible response. I could see that more *affirmative* action was called for.

Wrapping the leather of my truncheon strap firmly around my thumb and back of my hand in the regulation manner, I strode purposefully towards the melee at the back of the bus. However my composure and determination were suddenly deflated when within two steps I was stopped dead in my tracks with my neck bent backwards in a surprising and rather uncomfortable manner as my helmet became firmly wedged on the bus ceiling.

Now, there were three key points that I'd clearly forgotten whilst on such a vehicle and trying to exercise the Office of Constable.

1. As you step onto the bus there's oodles of headroom at the point where you pay the driver.
2. As you step away from the pay point towards the seating area, the headroom becomes suddenly and *considerably* lower.
3. A copper needs to remove his pointy hat before he goes to the back of the bus!



I was well and truly wedged. I couldn't go forward and I couldn't go backwards. I'd wrenched my neck and, surprise, surprise, my undignified plight had caught the attention of the thugs in the back and slowly but surely the fighting stopped mid punch, kick, bite and Chinese burn as all eyes were turned on me.

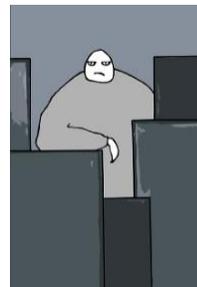
The stillness and the silence went on for ever as I slowly reached up and removed my chin strap. Then, with as much dignity as I could muster, slowly bent my knees and ducked my head out of my helmet. A helmet that now remained firmly embedded in the roof of the bus.

You could hear a pin drop it was so still. Glancing around I could see that by now *everybody* was looking at me; just waiting to see what I'd do next. To be honest, there was nothing else I *could* do. Taking a firm hold on both sides of my lid I yanked firmly until the blasted thing was free. This resulted not only in me stumbling backwards a couple of steps, but also in a spontaneous round of applause from the general passengers as well as the erstwhile fighters at the back. (It didn't help that the driver joined in too. I had rather hoped for his quiet support!)

Accepting the absurdity and humour of the situation, I gave a little bow to the assembled throng and, not forgetting what had brought me onto this cursed bus in the first place, with all the tattered dignity of my office that was left to me, I gave the now cheering and hooting mob at the back the sternest of sheepish looks that I could muster and said "There! And let that be a lesson to you! Now for pity's sake, just see if you can behave yourselves for the rest of the journey, will you?!"

Then, helmet clasped firmly under my arm, I turned and with as much poise as I could muster, walked off the bus.

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The interlude with the bus roof had completely knackered the silver front of my helmet's 'coxcorn' and necessitated a trip home to swap for my spare.

Although the Section Sergeant readily accepted my explanation for the damage to my lid (of course he would, he already thought I was an idiot!) typically the Storeman at Police HQ was very sceptical and seemed to think that I had deliberately stamped on the blasted thing just to annoy him.

Happy days!
Barry

Quiz Answers Bulletin No. 4; September 2020

1	Prince Philip	11	Bridgend
2	Greta Thunberg	12	Thomas Cook
3	Their public toilets	13	Extinction Rebellion
4	Notre Dame	14	Uluru (Ayers Rock)
5	Tiger Roll	15	Olivia Colman
6	Tel Aviv	16	England
7	Last place (41 entrants)	17	Sir Lindsay Hoyle
8	Crufts	18	Metal ball
9	RHS Chelsea	19	Sir Rod Stewart
10	Cannes	20	2. Presidents Johnson (1867) & Clinton (1998) (Nixon faced impeachment enquiries, but resigned before he was impeached.)

Don't Brake The Rules!

One of which being: -

When I was training to be a Police Driver Trainer, I was given a new Vauxhall, a large open space, and a very, VERY, novice driver.

[One who had a short body and arms but very L-O-N-G legs such that every time he changed gear, he hit the steering wheel with his knee and we went across the road towards the oncoming cars. Oh, what fun]

Sorry I digressed, *went off on one there*.

SO off I went with this novice and successfully taught him rapidly how to accelerate *and* change gear as well.

[As in ROADCRAFT chapter 5 Acceleration, Gear changing, Braking and Steering]

Then just as I was feeling ever so slightly smug MY supervising instructor said: - "Well done"! "You now have just 50 yards left to teach him the rest of the chapter HOW TO BRAKE AND STEER"

[I used to use that same cruel method when training new Police Driver trainers Locally, Regionally, Nationally, and Internationally. I expect they forgave me, even thanked me?]

Slowing down and stopping.

It used to say *MORE* important than being able to accelerate and change gear is the ability to slow down or stop.

Now: -

You need to be able slow down or stop smoothly *and* with your vehicle under full control. Anticipate the need to slow down or stop or stop early and brake progressively. Being able to accurately estimate the required braking distance effort at different speeds is central to skilful driving.

There are TWO ways of slowing down [decelerating] or stopping.

Releasing or easing off the accelerator. [acceleration sense]

Using the brakes

1] is known as engine braking or using *Acceleration Sense* this is defined as the ability to vary vehicle speed in response to changing road and traffic conditions by accurate use of the accelerator, so that you use the brakes LESS or NOT AT ALL.

It has many advantages as discussed on pages 92/93 of Chapter 5 of Roadcraft. However, it may operate more strongly on vehicles fitted with a retarder, EV's or old stiff engines or Diesels.

A lot less on some modern cars with ECO systems keeping the throttle open but no fuel, low friction engine, over run, or coast mode with gearbox disconnected.

It is useful in slippery road conditions. BUT not by going down the gears 6-5-4-3-2 example as GEARS are for GOING and BRAKES are for SLOWING.

2] Therefore is for all normal driving. The most efficient way of slowing the car down, instead of relying on the clutch and gear box is applying the normal braking the foot brakes.

How much to use

The pressure on the footbrake and thus the brakes can be varied from a barely perceptible effect. [just having the friction material of the pads against the discs or friction material of the shoes contacting the drums.]

To a full-on smoking, wheel locking, emergency STOP. [sorry yes okay you have ABS or ALB or EBA or EBD or whatever and that is not supposed to happen. OR tell that to the Police driver in a BRAND-NEW VOLVO who was on the M32 doing 120mph when a 'LOL' pulled out in front in an old Morris Minor into lane 2. He locked up and TOTALLY flat spotted a new set of front tyres.]

How to use it [Called Braking Sense]

Firstly, the brake pedal must not be used as a switch. You must develop a feel for it. No ON & OFF on the pedal. [causing the vehicle to be unstable and the passengers SICK]

During all normal braking the foot is placed on the pedal and the 'free play' or spare travel is taken up. Often this brings on the BRAKE LIGHTS and gives a warning to the vehicles behind. Remember though that if pressure operated, or brake by wire or ECU managed braking may have already occurred by the time the lights illuminate [check yours].

This pressure is now progressively built up for the desired amount of speed that needs to be lost it can vary a little around that point slightly on or off.

On completion the pedal pressure is eased until the foot can be removed only when the pedal has gently rested back on the 'stop'. [NOT with a resounding clunk as the pedal hits the metal]

This is also a good method of braking in an emergency! Because if you were to just HIT the brakes with the front wheels lightly laden 'unprogressively' chances are they may lock up into a skid. By building up the pressure, and thereby the weight transfer to the front wheels this, effect may be reduced.

Thus, the mottos: -

FEEL/FIRM/and FEATHER. SINE WAVE BRAKING. TAPERED BRAKING. PROGRESSIVE BRAKING.

The advantages are: -

Allows other drivers time to react.

Prevents locked wheels.

Prevents skidding.

Saves wear and tear on brakes, tyres and suspension.

Saves fuel. [oh yes 'ECO' again]

Is more comfortable for the passengers.

Stop it

When bringing the car to a halt you must try to avoid the 'Vicars Curtsies' [NO, I am not trying to be irreverent. He said knowing quite a few members]

As it was a member who coined this phrase back in the 80's It is the fact that no matter how slow you are going or how little pressure there is on the brake pedal, **THE BRAKES WILL LOCK** when you come to a stop.

So, you must finely judge bringing the car to a halt so that the car neither dips at the front nor settles at the rear. It may be called a 'Gliding Halt' and

invariably means there is NO pressure on the brakes when the car actually stops.

Remember IF you were to cut the engine on a flat road and allow to car to coast it WILL roll to a halt. You just help it!

[Disclaimer please do not try this down Tog hill/Redhill/Hursley hill/or whatever - or check your NCB with your insurer first]

Question?

If when driving along a flat and level road at 40, and you brake the cars speed down to 30, then remove your foot quickly from the pedal.

Does it carry on at 30

Speeds up again.

Carries on slowing down.

Answer at end.

How Far

The GOOD advanced driver must know the overall stopping distances for the speeds achievable in the vehicle he is driving, AND relate them to everyday situations, circumstances, and distances on the road and in the traffic. Check now to see if you know what they are.

Remember that the Highway code gives the WORST case scenarios [EG a Bond Bug on BALD faulty tyres with serious old suspension on a contaminated road surface and are considered by some to be HOPELESSLY out of date.

Remember also I was a Collision Investigator. I have a list of all the cars BRAKING distances from 60MPH.

Some PREMIUM ranges of cars are capable of HALF those distances. However sorry to say some budget cars are TWICE those Highway code distances. [NOT illegal just err different]

So, if you are in your new PORSCHE and one of those budget mobiles is behind you. THEIR braking distance INCLUDES YOUR CAR if asked to stop suddenly.

Remember: - If you double your speed your quadruple your braking distance

Remember: - Braking distances are at least DOUBLED or QUADRUPLED in wet or icy conditions

THE SAFE STOPPING DISTANCE RULE is always be able to stop in the distance you can see to be clear. [safely and comfortably] on your own side of the road.

Overall safe stopping distance

To work this out add THINKING distance to BRAKING distance.

Thinking distance is the distance travelled in the time between first observing the need for action and acting.

- It can vary in 5 ways: -
- Speed of the car.
- Physical condition of the driver.
- Mental condition of the driver.
- Amount of concentration being applied.
- Whether they are expecting something to happen or not.

Braking distance is the distance need for braking.

It can vary in 5 ways: -

- Speed of the vehicle.
- Condition of the car.
- Condition of the road surface.
- Weather conditions.
- Whether you are going Uphill or Downhill.

BRAKING RULES

Approaching hazards.

Consider: -

- Your initial speed.
- The road surfaces.
- The weather conditions.
- Road and traffic conditions.

Corners and bends.

Plan to avoid braking in corners and bends because it increases the demands on tyre grip. If you HAVE to brake apply the brakes gently and steadily.

Brake in plenty of time.

Adjust the brake pressure to the condition or grip of the road surface.

On steep winding descents brake firmly on the straights and *gently* on the bends - remember to use a lower gear where, when, and if appropriate at an early stage in the descent.

WHAT ABOUT THE PARKING BRAKE THEN you ask!

Oh, alright there has to be one to ask?

Some basics then: -

Its methodology, for applying, locking, releasing, use, technique, effectiveness, Manual/Auto etc., Auto ON Auto OFF etc.' will vary TOTALLY between all the cars out there.

Check manufacturer's handbook/instructions.

Yes, the parking brake should be applied, when you stop LONG ENOUGH for it to be applied [I suppose about a couple of seconds then, no delay or waiting.] Only when stationary. Do not rush to apply it by taking hand of wheel as you approach the hazard. With experience you can judge whether you need to use it for every short stop.

Beware though! If it is NOT being applied for the exact moment you are shunted from behind by a vehicle at a crossing or junction, and you are pushed into the pedestrian or traffic flow!

Always in the correct sequence dependant on the next move.

LONG stay which generally means Parking brake Neutral.

[Red lights. Road works, parking up, end of drive. For example.]

SHORT stay which generally means GBH Gear [1st selected] before Handbrake.

[Junctions, Roundabouts, give ways, STOPS [yes stop signs] only if it is busy. Otherwise just STOP then if clear move off. Pedestrian crossings. For example.]

Andy's Top Tip 1 Consider releasing your foot brake and applying the Parking brake to reduce glare for the driver behind you. If your vehicle allows it. However, some cars keep the brake lights on regardless.

Andy's Top Tip 2 After a 'Hot Stop' that is from high speed to a red light. Avoid keeping foot on foot brake as it could cook the pads and callipers. Again, some cars disallow this with the 'AUTO' brake button set

ANSWERS: Carries on slowing down.

HAPPY STOPPING

Cheers

Andy POULTON

Examiner Region 1 South West



A New Code of Practice Proposed for Private Car Parking Firms

The Government is proposing a new Code of Practice aimed at eliminating unfair fines issued by private car parking firms. The proposals include a maximum cap for parking fines, a 10-minute grace period before a late fine can be issued and a requirement for parking firms to clearly display pricing with terms and conditions.

The proposed new code and framework will also include the creation of a mandatory single Appeals Service and Appeals Charter for motorists to turn to if they are unfairly fined. Under the charter, motorists could be able to appeal their fine and see it reduced to a maximum of £20 or cancelled. There will also be a tiered system to differentiate between major and minor offences

The measures, which will form part of a new Parking Code of Practice and Framework are described as a 'victory for the millions of motorists across the country'. It is intended to put a stop to rogue parking firms using aggressive tactics and handing out unfair parking tickets with no right to appeal. The proposals aims to restore 'common sense' to the way parking fines are issued, while cracking down on offenders who put other people in danger and hinder the emergency services.



DutchReach

When exiting a vehicle check your mirrors and open the door as follows:

- Reach for the handle with your far hand
- Swivel your upper body
- Check over your shoulder to the rear
- Open the door slightly and check again before exiting the vehicle

Drivers and passengers should be encouraged to get into the habit of reaching across to the vehicle's door with their far hand to open it. Known as Dutch Reach it is a simple yet effective technique to prevent 'dooring' - caused when people exiting a vehicle suddenly open a door into the path of a cyclist, or other vulnerable road user. The aim is to make people think before opening the car door by making the exit from the vehicle slower and more cautious. When you reach for the door handle with the hand that is furthest from the door, your upper body will swivel, allowing you to check over your shoulder to the side and rear. Opening the door slightly and checking again before exiting the vehicle will greatly reduce the risk of coming into contact with a passing cyclist."

BE AWARE! My wife and I went to the supermarket this morning, wearing masks. When we got home and took them off, it was not my wife.

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Sometimes in public I give a quick smile to strangers to be polite and then realize I'm wearing a mask!

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If you hate wearing a mask, you're not going to like the ventilator.

Phones behind the Wheel: The Law

When did you last familiarise with the rules regarding the use of mobile phones whilst driving your car?

Like me, the use of a handheld device whilst driving is a no-brainer! We just don't do it... or at least we ought not to be doing it. I never cease to be amazed by what is a very common sight these days....drivers with mobile in one hand and the one hand on the wheel, in blatant contravention of the law. Let's face it, the chances of being caught are pretty small, with Police resources stretched to (and even beyond?) capacity.

The law on the use of handheld mobile phones whilst driving a motor vehicle on public road is some 16 years old now and has been criticised by the High Court for failing to evolve in-line with the rapid development of smartphone technology.

The law currently states:

- Using a hand-held mobile phone or sat-nav while driving is illegal
- Any hands-free devices should be fully set up before you drive
- Police still have the power to stop you if they think you have been distracted
- The law still applies if you're stopped in traffic, queuing at lights, supervising a learner
- You could get penalty points, a fine and/or a driving ban if you break the law

As you might guess, there are very few exceptions;

- 1) You're parked safely; if I need to make or receive a call, I will not only park safely but I will also switch off the engine and remove the keys from the ignition (okay so my car doesn't have keyless operation but you get the idea).
- 2) You need to call 999 in an emergency and it's unsafe or impractical to stop

And as you might also have guessed, there are loopholes which, in some cases, have resulted in guilty drivers escaping prosecution. For example, using a handheld mobile phone to take photos/videos while driving....or

even to play a game! Astonishing! It's all to do with the definitions used in the relevant sections of Road Traffic Act.

Well that could all be about to change, depending on the outcome of consultation. If it is enacted in early 2021;

It will become illegal for anyone to pick up and use their mobile phone while driving... irrespective of what it is being used for. No ambiguity!

But catching offenders in the act? Hmmm, not sure!

It is entirely possible to disable mobiles automatically when they are detected by suitable technology inbuilt to a vehicle. That however is unlikely to be allowed to happen.

So it's okay to use hands-free?

I use my satnav in this way, pre-programming it before moving off. Pressing buttons which require me to look away from the road ahead (and behind via rear view mirrors!) while driving is unsafe. That is why we do a cockpit check which will help remind us of where the important buttons **without having to visually look for them.**

Consider this; driving at 30 mph, I take my eyes off the road just for 1 second and my car will have travelled FORTY-FIVE feet without me seeing ahead! Driving at 70 mph, I take my eyes off the road just 1 second, and my car will have travelled HUNDRED AND FIVE feet without me seeing ahead!!! Now that's is **scary, dangerous and unsafe.**

HOWEVER, I **never** use my hands-free phone to make or receive calls whilst driving. No call is so urgent that it can't wait for me to find a safe place to stop; it may mean having to return the call because the caller would have the hung up in the time it would take me to find a safe stopping place...or my phone would have gone to voicemail.

So, what is the issue with having a hands-free telephone conversation while driving? The answer is simple; because it is distracting and dangerous. Click on this link or cut/copy and paste into your browser (e.g. Google) to see this short but sobering **simulator video**) for yourself... nothing horrific

If you think this article and/or the video may be of benefit to family, friends, please share.

<https://www.bbc.co.uk/news/av/uk-england-hampshire-49555516>

On that note, happy safe motoring.

Andrew

The Darker Side of Light

By Nigel Albright

Today, in mid-September, was probably one of the last really hot days of the year and I took off to the beach via one of my favourite sections of road to the south coast. Along the way is a goodly selection of sunlit and shadow areas, the latter often though an avenue of trees. The effect of sunlight on such places is variable. In winter, with no leaves on the trees, there is generally hardly any reduction in light but, as the leaves appear there can be a strobe effect through to full foliage when it can appear very dark in the bright sunlight, as was the case today. For older people the strobe effect can, of course, potentially be dis-orientating.

Travelling in bright sunlight towards an avenue of trees the shadow can actually appear almost completely black. However, after entering the shadow the eyes adapt very quickly to the different light conditions and the brain simultaneously seems to forget that the view was impenetrably black a moment before.

A key point is that very often looking into the blackness vehicles with no lights on are often almost inconspicuous until they emerge into the light. This 'impenetrable black' can also hide other horrors. Mostly I worry about cyclists with what I call a 'culture of black' who, in a much lower light level, can more readily blend with the back ground. The same sort of issue can occur at dusk because many of them and, by the way, these are often enthusiastic cyclists, just have a pin prick of a red light showing that often isn't obvious until you get very close. As I said in a Facebook item which was quoted in the Somerset Gazette, I don't wish anyone any harm but if, in such circumstances I did hit a cyclist I am afraid I would have little sympathy for them. The same, I am afraid, also goes for motorcyclists with a similar mindset. In fact such motorcyclists are obviously potentially a greater hazard because of the speed they will travel at.

I am generally amazed at the number of drivers who obviously feel that side lights aid conspicuity. They are for parking; beyond that they serve no real purpose. Travelling in fog, dusk or other low light conditions with just sidelights on means the lights are often not obvious until more or less the vehicle itself comes into view. Of course, nowadays, there are bright running lights on vehicles, which poses another interesting thought. These, obviously, light up automatically when the vehicle is started, and so require no conscious thought by the driver. There are, however, those who switch their headlamps on in daylight despite the running lights, which is obviously a conscious action. Now, we are not to know for certain whether such drivers do this because they want to ensure they are more obvious in low

light conditions. It might just be that they do this anyway. However, the conscious action means it is possible this was done for the latter reason and therefore, by comparison, we know that those who just have running lights on will not have thought this through and those who also have headlamps on might well have done so. Given the choice I would be more inclined to trust the actions of the latter against the former. We also know that those drivers who have not put headlights on in (or what might be) low light conditions have most certainly not got the brain fully engaged in the task and for this reason I would be more wary of them.

Essentially, it all comes down to how vulnerable we are on the roads and our work is mainly about reducing that vulnerability. It is not so much vulnerability to our own behaviour but rather vulnerability to the actions of others, which gets back to the basic safety maxim that you trust no one until they prove they can be trusted. Getting close and cosy is generally not good news. Space is the key. What this also means is that in parallel with a scale of vulnerability goes a scale of trust – the trust in other people behaving sensibly or not, as the case may be. To assess how much you trust other drivers' behaviour you have to pick up clues on how much they might be relating to the conditions around them or, for example, whether they are mentally isolated in their metal bubble. Sometimes the clues are seemingly small, perhaps such as whether headlamps are on in certain conditions, but sometimes these can also be the most significant. So the answer is never cease to look for the clues, to enquire, to interrogate the information. As the occupier of 221B Baker Street said, 'It's elementary, my dear Watson'.

The human eye is an amazing device because it can instantly adapt to changes of light, even when looking at a scene which has a mixture of bright and dark hues. The interesting bit is that whilst peripheral vision can cover almost 180 degrees the actual area of focus can be quite narrow. For example, if you are reading and concentrate on one word other words around can appear indistinct. However, because the point of focus moves quickly across the scene the brain gets an overall picture – a bit like a radar screen where a part of the image stays for a period after it has been scanned and multiples of those are retained to form the complete picture. At each point the eye automatically adjusts the exposure and focus and the brain temporarily retains the image to become part of the whole picture. And it all happens so quickly and seamlessly that you think you are taking in the whole scene in one go. It generally means that each part of the picture is correctly exposed. By comparison a camera can only calculate the intensity and colour of the overall image which is why it generally cannot handle extremes of light intensity in a single picture.

TALE LIGHT

ALWAYS MAKE TIME FOR TEA

Police who stopped a lorry for going too slow found the driver brewing tea on a campus stove on his lap!

I SHOULD BE SO LUCKY

Lucky Kayla Chambers has won a £56,000 Jaguar in a raffle. Unfortunately, she is being made to wait before she drives it. She is only 3!

THAT WILL TEACH HER

A traffic warden slapped a ticket on a BMW parked outside a hospital. Only to get a telling off when she got home from her furious husband. For not recognising the family car!

NOT LOOKING GOOD TO ME

A Police Traffic boss has decreed that in future ALL officers would be Females under direction from the top brass.

WHATS YOUR'S?

A Traffic Cop who issues 400 tickets a month has written and published a book called 'WHAT'S YOUR EXCUSE'? Listing all the bizarre excuses from speeding drivers.

TOO STRICT A DRIVING EXAMINER

An Israeli driving examiner failed a woman motorist because the top she wore exposed her midriff. This contravened the Orthodox Jewish dress code.

HEALTH AND EFFICIENCY

Contestants in a nude Vintage Car show have been advised to put towels on the hot leather car seats in the summer parade.

Andy Poulton

IAM RoadSmart Examiner Region 1 South West

More Examiners Quotes

The only reason some drivers slow down for pedestrians is because they're afraid they will damage their cars.

There are still a few drivers about that can remember when it cost more to maintain a car than park it.

One advantage of running a small hatchback as a second car is when the children play up they can be reached by hand.

It sometimes seems that drivers were born ignorant of traffic laws and regulations. Then had a relapse.

Drive with care life has no spare.

For those of you who've been completing my quizzes, you'll have noticed that from March, when they started to September they were all based on various events specific to the last decade. Having come to the end of those questions, from here on in the questions will be more random and not year specific.

If you **have** enjoyed doing them, can you drop me a line via David at ed@wessexam.uk to let me know please, or indeed to offer any suggestions about future quizzes. Thanks.

Happy quizzing.....

October Quiz Questions

1	Highclere Castle forms the backdrop to which series?	
2	Which singer songwriter is known as the "Piano Man"?	
3	In a game of Cluedo it is no longer possible for a victim to be killed in which of the following rooms? a) Lounge b) Gun Room c) Conservatory	
4	What are you doing if you Marinate meat?	
5	How many characters of information are contained in a gigabyte?	
6	Which of the following is an Oxford University college? a) St John's b) Goldsmith's College c) Brasenose?	
7	One of whose characters used the catchphrase "all done in the best possible taste"?	
8	Which singer died in a car crash aged just 30 in 1977?	
9	The US actress Amy Adams was actually born in which country? a) Canada b) Italy c) Australia	
10	Ellen Church was the first what, on a flight in 1930?	
11	Which medal is awarded to any animal displaying conspicuous gallantry and devotion to duty whilst serving with British Empire armed forces or civil emergency services?	
12	The name of which board game in English is taken from the Latin for "I Play", but in German it is called "Man don't get upset" and in Bulgaria "Don't get angry man"?	
13	As of 2019 how many Victoria Crosses have been awarded? a) 158 b) 758 c) 1358	
14	What was the name of the computer that was the first to defeat a reigning world chess champion?	
15	In a game of scrabble how many Triple Word squares are there?	
16	Tea originated in which country?	
17	Both Sir Christopher Wren and Sir John Houblon have featured on which British banknote?	
18	The opera Tosca is one of which composer's most famous works?	
19	Who is Jon Voigt's famous actress daughter?	
20	'And I Am Telling You I'm Not Going' is from which musical?	