



www.scunthorpeadvancedmotorists.co.uk

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Welcome to the Autumn 2017 issue.

Hi folks, Well apparently “summer” is about over, (have we had one ?) and we’re edging ever forward into autumn. Thanks to everyone that has contributed to this edition of the mag. Again it is a bit of a joint effort from Carol and myself, more Carol than me if I’m honest!!



We are looking for someone else to take over the editing of the mag, so if you think you might be inclined to have a go, please get in touch as soon as you can. This job isn't too pressured as it's "a once every three months" job !

Although when previous editors have been surfing the web, they see something and save it and make it ready for the next edition..

If anyone has any contributions for the mag, they can be sent to me at terryheath@sky.com and even if someone else takes over the editor job, I can simply forward any items on by email.

Thank you Terry.



To new Members:

David Catley
Florance Taylor
Alexandra Bint
Ethan Coulthard
Ryan Guntrip
Adrian Lane
Lesley Matthews
Steven Wilson
Cloe Lee

DATES FOR THE DIARY

Social Meetings Held On;

23rd Aug 2017

25th Oct 2017

SPECIAL OFFER

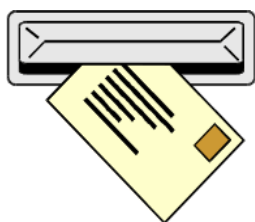
FOR A LIMITED TIME ONLY

IAM Scunthorpe are delighted to introduce a brand new promotion for people living in the North Lincs Area. The project will allow 18-24 year old's to receive a full refund once they have completed the 'Skills for Life' course. A big thank you to Richard Hall (who is the manager of the 'Roads Safety Team' working for the North Lincolnshire Council) for helping to fund this project. T&C's apply, please see our website for more details.

We got Mail!

You can email, tweet or post a letter to the following addresses.

Terry Heath
48 Vicarage Ave;
Wrawby, Brigg
Nth; Lincs. DN20 8RY



Email: terryheath@sky.com

Twitter: @IAMScunthorpe

IAM
DRIVING ROAD SAFETY

SKILL FOR LIFE

SPECIAL OFFER FOR A LIMITED TIME ONLY

The Scunthorpe Advanced Motorists, together with the North Lincs Road Safety Partnerships are pleased to announce that 17 to 24 year old drivers can now receive a full refund when successfully completing the 'Skill For Life' package.

SPECIAL OFFER

- * Improve your driving
- * Help to avoid crashes
- * Greater awareness of other road users
- * Improve your driving confidence
- * One year's RAC Roadside and Recovery breakdown cover
- * Your chance to become a better driver than your friends and your dad by taking advanced driving

Limited opportunity to have all the above!

For more details go to www.scunthorpeadvancedmotorists.co.uk

Apply now: IAM Scunthorpe IAM Scunthorpe advanced motorists P:01623 655601

Scunthorpe Advanced Motorists and North Lincolnshire Road Safety Partnerships

17-24 YEARS OLDS
FULL REFUND AVAILABLE

ADVANCING THRU SAFETY
IAM
MOTORISTS

SCUNTHORPE GROUP
Established 1977
Incorporating the 'RAC'

ADRIAL
LINCOLNSHIRE

*Proof required, full terms and conditions will be published shortly on the groups website:
See www.scunthorpeadvancedmotorists.co.uk for more details,
or Tel: 01652 655601 for details.

Become an Advanced Driver

The price for the Skill For Life package is £149.00,
but you can join our group for a one off
payment of only £125.00.

**Please note this offer is for a limited
time only**

To receive your application form please
send your name and contact details along
with your payment to:

Mr M. Gothard
7 West Green
Messingham
North Lincs
DN17 3QT

**Cheques should be made payable to
"The Institute of Advanced Motorists".**

Applications made through the Scunthorpe
Group of Advanced Motorists will qualify for
the discounted rate.

The discount is a local agreement only.

Any applications made through the head office
in London will pay the usual rate of £149.00.

For more information contact Terry Heath on
01652 655601 or visit our website

www.scunthorpeadvancedmotorists.co.uk

The Group Shop

For all your Advanced Motoring needs
please contact Ian Walpole on:
01724 337547



Advertising in our Newsletter

If anyone would like to
advertise in our newsletters please
contact Terry Heath:
01652 655601 or email;
terryheath@sky.com

The cost of advertising is

Full page £40.00

Half page £20.00

Costs are per annum and will be
four quarterly issues.



20% Discount on Advanced Driver & Rider courses with: Lincoln IAM, Lincolnshire Advanced Motorcyclists & Scunthorpe Advanced Motorists.

As a current member of any of the above groups, you will receive a 20% discount when you sign up to a Advanced Driver or Rider Course in Lincolnshire.

HOW TO CLAIM

Contact us on the details below, quoting the group name of your choice and we'll sign you up.

A.D. Course with Lincoln IAM Tel:0300 365 0152
or lincolniam@gmx.com

A.R. Course with Lincolnshire Advanced motorcyclists Tel : 01427 616864 or
lincs-am-sec@pobroadband.co.uk

A.D. Course with Scunthorpe Advanced Motorists Tel : 01652 655601 or
terryheath@sky.com

Attention all

The Lincs Advanced Motorcyclists have teamed up with the Lincoln Car Group to offer existing members a 20% discount on taking a 2nd Category advanced course.

The cost of that course is now £114 ,so with a 20% discount you will be refunded £22.80 from the car group making the cost £91.20.

If you are interested the best way to apply is online through the IAM website and the car group will refund you the 20%.

The Scunthorpe Advanced Motorists have also teamed up with the above two groups and are offering the same package to any member wishing to take a 2nd category course.

Contact any of the above groups for more details.

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**The views and opinions expressed in this news-
letter are those of the individual writers and
not necessarily of the IAM, nor the Scunthorpe
Group .**

TEST PASSES



Available now for just £1, our new Group Badge. It is designed to stick inside your car windscreen, and makes a great replacement for your old tax disc.

Contact Terry Heath on 01652 655601 to purchase, or see him at a social event.

Obituary

It is with much sadness that I inform you of the passing of one of our long standing members, Paul Warburton. Paul had been suffering from cancer for some years and alas after a courageous battle fought by Paul and his family, sadly succumbed to the illness.

Paul joined the group after passing his IAM test with flying colours in 1990 and before long was serving on the committee. Some time later he became the associate coordinator for the group and was excellent at it. He will be sadly missed by his whole family but also missed by his IAM family.

Gone but not forgotten.

Rest in peace Paul.

HUGO'S FOOT CARE

Hugo Golden-Betts SAC DIP RFHP

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Chairman's Chatter.

Hi folks,

Well first and foremost I just want to tell those of you that didn't make it to our 40th anniversary celebration on 28th June. You missed a really great meeting. I thought this, but so did many others, including our guests from Lincoln and Grimsby. The speaker was air traffic controller John Cameron, who enthralled us with his knowledge and commitment to his job. John was also involved in a rescue of some notoriety, which again had us on the edges of our seats with interest. He was without doubt a brilliant and easy to listen to speaker. After his presentation came a super buffet provided by the very professional staff at Redbourn club, and an anniversary cake provided by Carol. It all went down very well indeed.

After the buffet, everyone just milled around, chatting and looking at all the pictures from years gone by, and there were lots of them. The meeting closed rather later than normal, but I think everyone enjoyed it... I would like to say a big thank you to everyone who helped in any way that night, we couldn't have done it without you!

We're well on the way to completing the Local Observer training, and it's going easier than expected. So if you're waiting to be assessed don't worry, we try and make it a painless affair.

By the way, we're going all out this year to get more through the IAM test, so if you're an observer, we know you'll work hard to get the candidates up to test standard as quickly as possible but also maintaining the brilliant standard that we've come to expect from you all. What's more we really appreciate it too.

If you're a normal valued member, please try and promote what we do as much as you can. If you need help or advice on how to promote our cause please ask any of our committee members as they will be fully aware of what's currently on offer for the candidates.

So remember the old phrases, drive with "SKILL AND RESPONSIBILITY"

Think also you have gained a "SKILL FOR LIFE", and how do we do this?

It's easy, "WE MAKE BETTER DRIVERS AND RIDERS" (See what I did there ?)

Hope to see you at the next event.

Terry.

Part Three of Richards trip to china.

A high speed train ride to Guilin, Avatar land.

We got to the railway station and sat in the 'departure lounge' after going through security, exactly the same as at an airport. People sat waiting and put their bag on the seat next to them. They won't move their bag for anyone to sit down which was irritating - it's a bag for god's sake, put it on the floor so people can have a seat'. When they opened the gates we had to form a queue and tickets and passports were checked and then through more security. It was quite novel forming a queue because in China it is usual for a lot of elbowing, pushing & shoving to get to the front first. The train was a bullet train and I was surprised at how clean it all was. It would take two hours to get there at 200 Kph. There are no expansion gaps in the rails so there was no 'diddly dum, diddly dum' as we went along, in fact the whole journey was smooth and quiet except for the constant jabber of people speaking Chinese. The trains even have stewardesses like aircraft and came round selling hot drinks etc. I got a coffee, there was no choice of milk, sugar etc, you got milk and sugar regardless of your taste. I was very surprised at how well equipped these trains were, even a speedometer to show how fast we were travelling, big toilet signs that lit up green or red to show if they were occupied or not. This enabled you to see if the toilet was vacant from your seat, neat, eh?

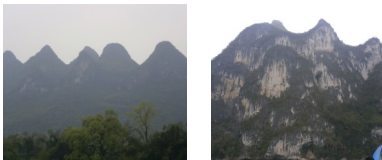


I took photos of the Chinese countryside as we went along. It wasn't long before the mountains became that peculiar shape of coconut macaroons and the sight of them was spectacular. We arrived in Guilin at lunch time and were met by Shinfong's bubbly friend who got us booked into a hotel and then we went for lunch.

The next day we went to the Li River cruise. It took us on a magical trip along the river in between all these pointed mountains (the Karst Mountains). Spectacular wasn't the word for it. It was utterly stunning. Shinfong decided that it would also be a great opportunity to teach me some more Mandarin. I pointed to some, what I thought were a breed of wild cattle. No these were cows kept by farmers for their milk. Shinfong said they were 'Mu' so I said 'moo', correct. Easy this Mandarin, cows go moo and so they are called Mu. There were some sheep and being a smart guy, I pointed them out and said 'Ba'. Wrong, Ba is eight. Well that's silly isn't it. Sheep are 'Yang'. Yang says I, 'shrr' she says, I say 'yang shrr!' No shrr means yes. I was getting fed up of this game, I wasn't winning. Some horses, 'Ma' say's she, 'ma' say's I shrr.

Yeah I'm interested again. A fish the size of a small submarine surfaced. 'Yu' she say's, 't'wasn't me' says I. 'Yu' she say's, 'yu' says I, 'no yu'; 'that's what I said yu', 'no not yu it's yu'. I try again, 'yu', 'no' she say's 'it's yu' - 'I'm going to slap you in a minute' says I, 'that's right' she said, 'you'. 'Well why didn't you say so'. Mandarin is tonal, four different sounds for the same word and all mean different things. It depends on whether you start with a low tone and raise the tone towards the end of the word or vice versa and some other weird quirk for the next with the fourth sounding just as it is written. It seems there is a difference between yu and you. I need to get my own back. 'Look a rabbit', she says a 'labbit', got you!

We sailed on the river li for hours. The boats held a good number of people and I seemed to be the only Western person on board. They served lunch!! I was happy to stay hungry - small fish as caught and dipped in a batter before frying. When I say 'as caught' I mean complete with scales, head, fins, insides - everything. Prawns as caught dipped in batter & fried. Some sort of snail and something indescribable. Shinfong ate the whole lot. In fact I have never seen such a tiny woman who could eat as much food as she could and seemingly never put an ounce of weight on. I'm not being nasty in any way but with her buck teeth she could have eaten a spring roll through a letter box! At one point on the cruise everyone got very excited and wanted their photo taken with 'nine horse mountain' in the background (right hand picture). It was excitedly pointed out to me that on a sheer cliff face that the shape of nine horses could be picked out. Ha ha I couldn't see one, let alone nine. It left me thinking that the Chinese have a remarkable imagination.



Our stay in Guilin wasn't a very long one but we managed to look around some caves that were laid out with safe walk ways and illuminated. Astonishing scenery inside these caves. Stalactites and stalagmites of incredible shapes and sizes. These cave 'systems' must run for miles. The colours are formed by shining coloured lights on them.



Signs near the entrance warned about falling rocks, some of them the size of small houses, but each evening Chinese people did their mass exercises just where the rocks fall?? I found myself looking to see if arms or legs were sticking out from

beneath these huge stones. On our last evening in Guilin we invited Shinfong's friend and her American husband, Jim, out for a meal. I told Shinfong that I would like to pay as a gesture of thanks for the help her friend had shown us. Oh my God, the restaurant looked mega posh and I thought 'this is really going to cost me a fortune'. It was a fabulous meal with excellent company. A real night to remember. The bill was a tad under 300 Yuan (about £28) for the four of us! In the UK a meal like that would have been more than £28 each. Considering the amount of people that China has to feed, food is so cheap. The following morning we caught the bullet train back to Nanning.



OUR 40TH ANNIVERSARY.
Just a few pics from the night,
we hope everyone that attended
enjoyed it, it was nice to see
some faces from the past.



Barrie Heath, one of
the founder members.



Guest Speaker John Cameron
with Vice Chair Paul Johnson.



Another founder member
Vic Nicholls. (middle)



Various other members from the past and present
day.

Visitors from Lincoln group and Grimsby group
also joined us, which was nice because
Barrie Heath was originally a member of all three
groups, and led the way with the help of
Vic Nicholls and Betty Brown and several other
hard working committee members to obtaining full
group status for the Scunthorpe group.
Here's to the next 40 years!



LEAVE A POSITIVE VISION BEHIND:

Over time our eyesight deteriorates and previously strong vision can become poor. If eyesight problems are left unaddressed they can often lead to poor reaction times to unexpected hazards or the behaviour of other road users.

This week's tips give advice on eyesight. When riding and driving from IAM RoadSmart's head of driving and riding standards, Richard Gladman.

Get regular checks. Eyesight can deteriorate over time without you noticing. If you are having to move closer to the television to read the titles clearly or have noticed even a slight deterioration with your eyes, we recommend a visit to the optician for a check-up; after all we should do this on a regular basis (every two years) anyway and its free for the over 60s

Take a break, eyes get tired too.

If you are travelling for long periods of time you should take a break every two hours or every 100 miles, whichever is sooner. This will refresh you and your eyes keeping you alert

Driving at night can be the most problematic area as our eyes age. No matter how eagle-eyed we may think we are, it is a scientific fact that as we get older our eyes become less sensitive to light. Avoiding night time driving is a wise precaution if you are starting to struggle to see clearly after dusk

Keep a pair of sunglasses in the car in all seasons; low sun on a wet road will make you wish you hadn't packed them away after the summer

Know the law. You must be able to read (with glasses or contact lenses, if necessary) a car number plate made after 1 September 2001 from 20 metres.

Use this to test yourself, if you struggle to read it get checked out straight away

Stay hydrated.

Water is very good in keeping you hydrated and is also good for your eyes. With the added bonus of helping you maintain concentration while driving and riding

Richard said: "Deteriorating eyesight can often be a sign of other health problems so a check-up is a good idea. If you do have eye correction prescribed for driving make sure you use it, not having your glasses is a poor excuse when you have had the accident. As a little aside how often do you clean your glasses? Even a pristine windscreen will seem dirty if the lenses are covered in fingerprints."

Babies born today may never need to learn to drive, says Axa UK chief.

The boss of an insurance giant has warned that the sector will soon be completely disrupted by self-driving cars, with those born this year likely to never need a driving lesson.

Research is so fast-moving that self-driving vehicles could hit the roads within 15 years, Axa UK's chief executive Amanda Blanc has predicted, meaning "babies born today may never have to take a driving test."

Preparing for autonomous cars to be on the roads as soon as 2032, Ms Blanc said it is "crucial" for the insurance industry to build a framework for what will happen in the event of a car accident in future, when the driver is likely to be a computer.

"Driverless cars will not be able to take to the roads [without that]," she said, adding that insurers have a key role to play in understanding the risks involved.

Her estimate that those born now might never need a driving test contrasts with a slightly longer view from US tech giant Intel, which on Friday said driverless cars will revolutionise the way people travel, work and live by 2050.

The insurance sector will have to adapt, given that drivers are legally required to have motor insurance in the UK, although insurance rates will likely plunge in line with lower accident rates.

A car in auto-pilot is expected to make roads "much safer and increase mobility for vulnerable members of society," Ms Blanc noted, with those unable to get car insurance now likely to be able to in future.

Concerned that they could be pushed out of the sector, with US automaker Tesla already looking at entering the space, insurers are acting quickly to make sure they are seen as welcoming the change.

Axa, for example, is involved in various Government-backed projects, including Venturer in Bristol and UK Auto drive in Milton Keynes, while Direct Line is developing a trial into self-driving technology with Five AI, a Cambridge-based artificial intelligence firm.

Courtesy of The Telegraph Business.

Thanks to Jan Burditt for sending this to me.

How I became an Airline Pilot.

My flying career started at the age of 14, when I had a lesson in a Glider near my home in Scotland. The weather wasn't particularly good, but a reluctant instructor took me for a flight, keeping us aloft by using lift generated by the wind blowing up the slope of nearby hill which is 1200 feet high. His safety briefing for the parachute was- 'if I say bale out, don't say pardon as I won't be there to repeat it!'. The seed was sown, and I continued with lessons, flying solo at the minimum age of 16. I still fly at the same club to this day.

On leaving school, My first job was at Edinburgh Airport for an Airline handling agent. We did passenger check-in and other background activities.

One amusing incident was when an unclaimed suitcase was deemed to be suspicious. The bomb squad were called and blew it up. The owner was traced as a lady from Amsterdam who had some items in her case to assist her with her work which had activated. Embarrassment all round!

Promotion took me to East Midlands Airport, at which point I trained for my Private Pilot's Licence, which could be obtained reasonably easily because of my Glider flying experience.

I also managed to continue gliding at an airfield near Leicester, then at Kirton in Lindsey when further promotion took me to Humberside Airport.

During this time, I was a member of the Scunthorpe IAM Group, passing my test in 1987 and becoming a Guidance Driver in 1990.

Terry once phoned me with a new candidate- 'a challenge'.

He was quite right. It soon became evident she was only using 4 of the 5 gears.

'How do you know it's got 5?' I pointed to the marking on the gear lever as a hint.

Although working at the Airport kept me in touch with aviation, I decided to leave work in 1990 and train to be a Commercial Airline Pilot.

In order to be exempt from a very costly in-house training course, the preferred method of training these days, I returned to the Gliding Club in Scotland for 8 months and towed gliders into the sky using a single-engine Piper Super Cub aircraft. I did 55 flights on the busiest day, often flying six days a week.

After a medical examination at Gatwick, training for the Licence examinations started in Bournemouth. I booked a room for the duration from a B&B list given to me. There was a photo of the couple's daughters on the wall of the house. One looked familiar- it was Anne Diamond the television presenter. I was told I was sleeping in the bed she used when visiting. We didn't cross paths!

That Christmas was spent revising, as the examinations were in January.

Some more classroom work for further ground subjects at Cranfield were followed by the inevitable examinations.

The flying training could then start. The first part of this was done at Dundee.

Myself and another candidate flew to Perth airfield early one morning to do the flight test in the small 2-seater aircraft.

Just before we landed, a man was seen walking casually across the runway.

'You two must be the ones that nearly ran me over as I walked to work' said the Examiner when we reported at the office. We both passed.



Then it was back to Bournemouth to start flying twin-engine aircraft for the instrument rating.

This allowed me to then fly by instruments without looking outside and in poor weather.

A few more exams and the Commercial Licence was issued.

It was difficult getting work, but whilst flying a 6-seater aircraft from Norwich, I was lucky to be offered a job at Prestwick doing fisheries patrol.

This involved flying as low as 100 feet above the sea in 40-knot winds. There were some exciting moments!

My next job was flying a 32-seat Dornier 328 aircraft between Edinburgh or Dundee to London City Airport, not the easiest of approaches.

My current job is flying the Embraer 145 jet based in Aberdeen, although a lot of my time is spent flying from the Company's other bases in Germany, England, Ireland and Sweden.

We have frequent training sessions, the most arduous being 8 hours in the simulator split over two days. This happens every six months. We practice all sorts of emergencies and abnormal situations.

There are further checks with a training Captain sitting quietly in the cockpit during a routine flight, and we have to attend an airport fire training ground and cope with drills in a smoke-filled aircraft mock-up once in a while. There is also refresher training on first-aid, security and dangerous goods that may be in cargo or Passengers' baggage.

Our working hours are strictly controlled, but have recently been relaxed.

It may come as a surprise to know that Pilots can fly for up to 13 hours a day, depending on how many flights are undertaken. There are also limits on how many hours can be worked in a week, 2 weeks, one month and a year.

To me, the job is a paid hobby. How many can say that?!

Keith Buchan
August 2017



Thanks Keith , good to hear from you again.

JUST A FEW MORE “UNUSUAL ROAD SIGNS”



Not any more!!!



Too much money left in the budget me thinks!!!!



A date for the Diary.

The Barrie Heath 3 way quiz will be on Oct 25th which is our usual meeting night, but this time Lincoln are hosting the event in Lincoln as they won it last year.

It is a 7.30 arrival for 8.00pm start. If we have enough interest we may decide to put on some transport for us all. If not we will be travelling in our own cars to their venue at Lincoln.

Anyone interested please contact me to get your name down. I believe there will be some sort of a free buffet as well.

***Tel; Terry on 01652 655601 or
E.mail; terryheath@sky.com
For more information.***



www.scunthorpeadvancedmotorists.co.uk

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Twitter: @IAMScunthorpe

