

Dates for your Diary  
Details of upcoming  
activities for your diary

View from the Dashboard  
Stuart investigates the  
change from E5 to E10

View from the Saddle  
Eric advises how to pack  
for a trip by motorcycle

News from the Committee  
All the latest news from  
your committee members

Summer 2022



# Driving

Quarterly newsletter of IAM Glasgow North Group

## SLO-MO '22

A Gallery Of Photos Taken At The Recent  
Motorcycle Skills Building Event







3.  
[News from the Committee](#)  
All the latest news from your committee members, including contact details for the committee.

4.  
[View from the Dashboard](#)  
Stuart details recent progress and updates from the car section, and investigates the recent petrol grade move from E5 to E10.

6.  
[View from the Saddle](#)  
Eric stresses the importance of planning and preparation when considering what items to pack and take with you on your motorcycle trip.

7.  
[Slo-Mo Gallery](#)  
Some photos from the group's "Slo Mo" day, which allows motorcycle members the chance to practise slow control manoeuvres through a series of incremental challenges, all within a safe, fun and friendly environment.

10.  
[Dates for your Diary](#)  
Details of upcoming group activities, meetings and events over the next couple of months.

# Driving

IAM Glasgow North Group

The Glasgow North Group of Advanced Motorists is a road safety charitable organisation registered with The Scottish Charity Regulator (OSCR) SC018356 and is affiliated with the Institute of Advanced Motorists (IAM).

The group was formed in 1978, is one of the oldest and largest in Scotland having in excess of 260 Members, is manned by volunteers who work enthusiastically to improve road safety by encouraging drivers and riders to improve their skills through coaching and critique.

At Glasgow North Group we recognise that our Members all have differing skills and that no matter how experienced a road user that we all have something to learn. We endeavour to make our Members safer drivers and riders in a fun and enjoyable way.

## OFFICE BEARERS/TRUSTEES

Colin Cowan *Chair*  
Elaine Irvine *Vice Chair*  
Moray Finlay *Secretary*  
Trevor Herrington *Treasurer*

## CAR REPRESENTATIVES

Stuart Inglis *Chief Car Observer*  
Jim Bowles  
Fraser Hunter  
Douglas Macallister  
Andrew Richardson

## MOTORCYCLE REPRESENTATIVES

Eric Ross *Chief Bike Observer*  
David Coia  
Tom Hatrick

## Driving EDITORIAL TEAM

Colin Cowan  
Stuart Inglis  
Eric Ross  
Tom Hatrick

## CONTACT DETAILS

[committee@iamglasgow.org](mailto:committee@iamglasgow.org)

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# NEWS FROM THE COMMITTEE



Welcome. We hope you enjoy reading this, the latest edition of our group newsletter.

We are now well into the new season, with most events either already underway or in final preparation, and their dates have been placed in the diary.

Our Slo Mo day took place on 15<sup>th</sup> May and was thoroughly enjoyed by all. Bill Cairns made a [video](#) of the event, and there are several photos in the [Gallery](#) section of this newsletter.

Moray Finlay has indicated this will be his last season as Group Secretary.

In the past, the associated tasks of the Group Secretary have been a pretty big ask for one person, but we have been looking at the role recently and have decided to split it – so instead of having one person dealing with everything, we will now have several new discrete roles:

- Secretary
- Membership/Contact co-ordinator
- Group Social Convenor
- Group Data Manager

We are appealing for volunteers for these roles prior to the AGM in October, and the only stipulation is that you must be a full Member of Glasgow North group.

If you are interested, please email either [Colin](#) or [Elaine](#) letting them know which position you are interested in, and they will get back to you with further details.

Our regular contributor Spokes is currently enjoying a well-earned

break in the sun - Round the Bend will return soon!

The committee members and their contact details are provided above for your information.

We welcome any comments, feedback and suggestions you may have for the group.

Safe driving and riding.

*The Committee*  
[committee@iamglasgow.org](mailto:committee@iamglasgow.org)

## Glasgow North Group of Advanced Motorists

### OFFICE BEARERS/TRUSTEES

*Chair* Colin Cowan | 07766 530 346

*Vice Chair* Elaine Irvine | 07979 370 904

*Group Secretary* Moray Finlay | 07856 380 291

*Group Treasurer* Trevor Herrington | 07874 110 360

### CAR REPRESENTATIVES

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Jim Bowles | 07704 911 947

Fraser Hunter | 07771 888 256

Douglas Macallister | 07434 694 991

Andrew Richardson | 07774 411 637

### MOTORCYCLE REPRESENTATIVES

Eric Ross | 07789 811 630 *Chief Bike Observer*

David Coia | 07831 249 270

Tom Hatrick | 07931 959 307

### ACCOUNT DETAILS

Account name: GNIAM Group

Sort code: 80-91-27 Account number: 00485454

Reference should be membership number then initial & surname, eg  
 123456 A SMITH

### How to get in touch



[www.iamglasgow.org](http://www.iamglasgow.org)



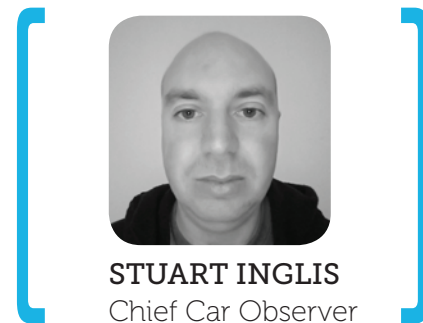
Glasgow North I.A.M



[committee@iamglasgow.org](mailto:committee@iamglasgow.org)

# VIEW FROM THE DASHBOARD

STUART DETAILS RECENT PROGRESS AND UPDATES FROM THE CAR SECTION, AND INVESTIGATES THE RECENT PETROL GRADE MOVE FROM E5 TO E10.



Hi all. I hope this newsletter finds you safe and well.

With the clocks now changed and the lighter nights and mornings I am sure you are enjoying spending more time outside.

The car section has been working hard over the past few months and has some new Associates – Harry Wilson, Thomas Beresford, David Johnstone, Barry Roberts, and Allison Hutchinson – welcome to you all.

We have had one test pass, David McDonald, who achieved a F1RST. Well done to you and also to your Observer, Andy Dunnet.

Elaine has also been working hard on the programme for our trainee observers, which begins with 3 zoom sessions starting on 26<sup>th</sup> May.

Elaine and myself also had a catch up with Rob and Martin, our Observers from the satellite group.

We met them at the George Hotel in Inveraray, and after some lunch we carried out some refresher training. We couldn't have picked a better day as the sun was shining and the views were amazing, showing off the wonderful scenery that Scotland has to offer.

During summer 2021, the standard petrol grade in Great Britain changed from E5 to E10.

Almost all petrol-fuelled vehicles on the road today can use E10 petrol, and all cars built since 2011 are compatible.

If your petrol vehicle is not compatible with E10 fuel, you will still be able to use E5 by purchasing 'super' grade petrol. Petrol pumps will clearly label petrol as either E10 or E5.

You can check if your car, motorbike or moped can use E10 petrol by using the GOV.UK online [E10 vehicle checker](#).

E10 petrol contains up to 10% renewable ethanol, which helps to reduce the carbon dioxide emissions associated with petrol vehicles and tackle climate change.

Petrol in the UK previously contained up to 5% renewable ethanol (known as E5).

E10 petrol is already widely used around the world, including across Europe, the US and Australia. It has also been the reference fuel against which new cars are tested for emissions and performance since 2016.

Carbon dioxide, CO<sub>2</sub>, is one of the 'greenhouse' gases that contribute to climate change and the main benefit of E10 petrol is that it reduces overall levels of CO<sub>2</sub>-based vehicle emissions.

By blending petrol with up to 10% renewable ethanol, less fossil fuel is needed, helping us reduce carbon emissions and meet climate change targets.

The introduction of E10 petrol at UK forecourts should cut transport



THE SUN WAS SHINING AND  
THE VIEWS WERE AMAZING,  
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CO2 emissions by 750,000 tonnes a year – the equivalent of taking 350,000 cars off the road, or all the cars in North Yorkshire.

Renewable fuel blends, such as E10 petrol, are generally introduced to reduce overall CO2 emissions. They have little impact on emissions associated with air quality and public health.

The production of renewable ethanol for blending with fossil petrol also results in valuable by-products, including animal feed and stored CO2.

Using E10 petrol can slightly reduce fuel economy. You may see a reduction of around 1%, but it is unlikely to be noticeable in everyday driving.

Other factors – such as your driving style or driving with under-inflated tyres or a roof rack – have a much more significant impact on fuel economy than using E10 petrol.

Around 95% of petrol-powered vehicles on the road are compatible with E10 petrol and this figure is increasing all the time.

All new cars manufactured since 2011 are compatible with E10 petrol, and most cars and motorcycles manufactured since the late 1990s are also approved by manufacturers to use E10.

The following vehicles, however, may not be compatible with E10 petrol:

- Classic, cherished and older vehicles.
- Some specific models, particularly those from the early 2000s.
- Some mopeds, particularly those with an engine size of 50cc or under.

You can check whether your vehicle is approved to use E10 petrol using the GOV.UK online [E10 vehicle checker](#) which covers cars, motorcycles and mopeds.

If your brand or model is not listed, consult your manual or contact your vehicle or equipment manufacturer. Vehicle MOT garages or workshops may also be able to advise on cars, vans and motorcycles. If in doubt, continue to use E5 petrol.

Many manufactures of classic cars are not listed in the vehicle checker. Where older brands are no longer trading, specific information on vehicle compatibility cannot be provided.

Owners of vehicles not listed in the vehicle checker should continue to use E5 petrol, which will remain available as ‘super’ grade.

For further information, we recommend contacting classic vehicle owners’ clubs and associations, as well as garages that may be able to provide advice.

If your vehicle is not compatible with E10 petrol you should continue to use E5 petrol in the ‘super’ grade, which will remain available at many larger filling stations. Make sure you check the label before you fill up.

If you are unfortunate enough to put E10 petrol in a non-compatible vehicle, simply fill up with E5 petrol next time.

Using a single tank of E10 petrol in a vehicle that is not compatible should not be a major problem. Just make sure you fill up with the correct E5 petrol grade next time.

Unlike putting petrol into a diesel engine, you shouldn’t need to drain the tank. On a one-time basis, your vehicle will not suffer engine damage as a result. Prolonged use of E10 petrol in a non-compatible vehicle, however, may cause harm and is not recommended.

If your vehicle is compatible with E10 petrol, there’s no reason you can’t mix the 2 grades of petrol. It’s perfectly safe to mix them in the same tank or fill up with E5 if E10

is not available.

Some other petrol-powered equipment may not be compatible with E10 petrol including:

- boats
- petrol-powered garden equipment or machinery, such as lawnmowers and chainsaws

Owners and operators should check their manual or ask the manufacturer or dealer before using E10.

E10 is the standard grade petrol available at almost all petrol stations across the UK.

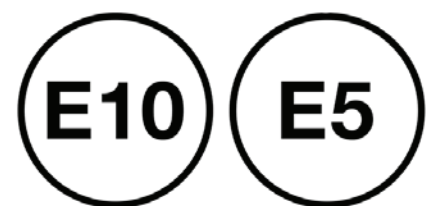
Petrol stations that offer 2 grades of petrol will stock E10 (95 octane) and E5 (97+ octane) petrol.

E5 (97+ octane petrol with no more than 5% renewable ethanol), however, will remain available at filling stations that sell 2 grades of petrol.

Some rural, remote or very small filling stations may sell only either E5 or E10 petrol as standard.

At the petrol station, a circular ‘E10’ or ‘E5’ label will be clearly visible on both the petrol dispenser and nozzle, making it easy for you to identify the correct petrol to use.

The ‘E10’ and ‘E5’ labels look like this:



New vehicles manufactured from 2019 onwards should have an ‘E10’ and ‘E5’ label close to the filler cap showing the fuel(s) they can use.

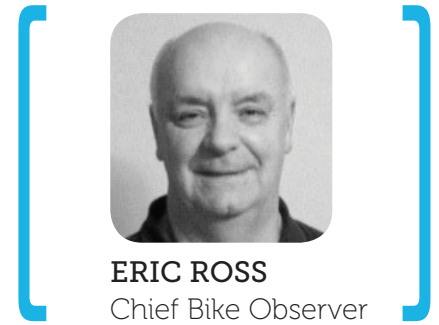
As always, safe driving.

**Stuart**

Stuart Inglis | 07786 272 680

# VIEW FROM THE SADDLE

ERIC STRESSES THE IMPORTANCE OF PLANNING AND PREPARATION WHEN CONSIDERING WHAT ITEMS TO PACK AND TAKE WITH YOU ON YOUR MOTORCYCLE TRIP.



In the past I have talked about how to pack but never thought about what you should pack.

Packing for any holiday can be difficult enough, but packing for a motorcycle trip certainly makes things more complicated, as space is always going to be at a premium.

Like most activities, planning and preparation are key. Whether you are packing for a weekend away in this country or an extended trip abroad, you need to make sure you are organised and pack the essentials first, and only consider luxuries if you have space left.

The type of luggage and its capacity will clearly affect what you can pack, but make sure whatever you use it is suitable for your bike and securely fitted – it won't matter what you pack or how well you pack your kit if it falls off the bike halfway down the motorway!

It is possible to simply pack the bare minimum of clothes and at each stop find a cheap clothing store where you can buy replacements for clothing you have worn and intend throwing away.

Whilst this might seem a good idea, if you are going on a long trip it could end up being quite costly.

I have previously discussed the merits of folding and rolling clothes in order to gain space and keep your clothes crease free, but what you pack is equally important.

Jeans and heavy sweatshirts take up a lot of space.

Replacing them with lightweight outdoor clothing makes a huge difference.

Choosing items which are multi-purpose saves space as they can be worn in the pub at night and then used on the bike the next day.

Carrying some laundry wash might seem wasted space but by using washing facilities you can reduce the amount of clothing you need to carry overall whilst keeping everything fresh and free from smells!

Shoes are always going to take up a lot of valuable space so choose wisely; canvas type shoes usually pack down much smaller than heavy leather shoes.

You can also protect more delicate items by packing them inside your shoes.

If you are going to be away for a while you might want to pack some basic tools. Only bring tools that you or someone in your party knows how to use.

Tools are heavy and bulky so share them around if you are travelling with friends.

Basics like cable ties, gaffer tape and some common-sized spanners and allen keys are worth considering, as is a good multitool.

If you do decide to carry tools, make sure to pack them in a secure bag that you can access easily without the need to completely unpack your bike at the side of the road.

In today's world many of us could not function without our electronic devices.

You can save a lot of space by using a smart phone which can replace a laptop and a camera whilst fulfilling its main function of keeping in contact.

Whatever devices you choose to take make sure you pack them in a waterproof bag. Remember you will also need some way of charging the devices you decide to take, although many motorcycle now come fitted with USB plugs so you might be able to save taking a charger.

When it comes to toiletries you can reduce what you need by using the free items you get in your hotel and only carrying small travel-sized versions in case of emergency.

As I said at the beginning, planning and preparation are key.

A couple of weeks prior to your trip consider packing the motorcycle up with everything you have decide to take, and get away for the day or even a weekend with an overnight stop.

It will quickly become apparent what works and what doesn't, and you will have enough time to make adjustments or try out alternative approaches.

Stay safe and enjoy the ride.

*Eric*

Eric Ross | 07789 811 630



# SLO-MO '22 >

Some photos from the group's "Slo Mo" day, which allows motorcycle members the chance to practise slow control manoeuvres through a series of incremental challenges, all within a safe, fun and friendly environment.





Glasgow North Group  
of Advanced Motorists

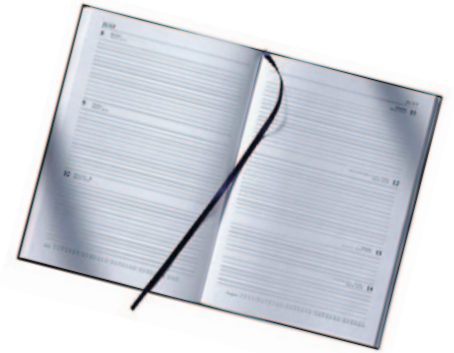




Glasgow North Group  
of Advanced Motorists



# DATES FOR YOUR DIARY



DETAILS OF UPCOMING GROUP ACTIVITIES, MEETINGS AND EVENTS. FURTHER INFORMATION IS AVAILABLE ON THE GROUP WEBSITE AND FACEBOOK PAGE.

We have an exciting programme of meetings and events planned for this season. See below for a slice of activities over the next few months.

## The Committee

[committee@iamglasgow.org](mailto:committee@iamglasgow.org)

## Jun 2022

Wednesday 29<sup>th</sup>

### IAM RoadSmart Car Skills Day

A chance to develop your Advanced Driving skills in a closed-circuit environment, with IAM RoadSmart tuition. Click [here](#) for further details.

Croft Circuit, near Darlington

Thursday 30<sup>th</sup>

### IAM RoadSmart Bike Skills Day

A chance to develop your Advanced Riding skills in a closed-circuit environment, with IAM RoadSmart tuition.

Croft Circuit, near Darlington

## Aug 2022

Monday 8<sup>th</sup>

### IAM RoadSmart Bike Skills Day

A chance to develop your Advanced Riding skills in a closed-circuit environment, with IAM RoadSmart tuition. Click [here](#) for further details.

Blyton Park, near Gainsborough

Thursday 11<sup>th</sup>

### Group night - tbc

This event is subject to confirmation. Details will be published via the group website once confirmed.

Venue tbc

## Sep 2022

Wednesday 7<sup>th</sup>

### Last Wednesday Bike Meet

This is the scheduled end of Wednesday evening bike meetings.

Crow Road Retail Park

18.15 for 18.30 start

Thursday 8<sup>th</sup>

### Group night - tbc

This event is subject to confirmation. Details will be published via the group website once confirmed.

Venue tbc

Thursday 22<sup>nd</sup>

### Bike Skills Development Trackday

This event is designed for riders to develop riding skills in a safe environment. Click [here](#) for further details.

Croft Circuit, near Darlington

## Oct 2022

Thursday 13<sup>th</sup>

### Glasgow North AGM

The Annual General Meeting of Glasgow North. All Members are invited to attend and have their say on the running of the group.

Venue tbc

## Nov 2022

Thursday 10<sup>th</sup>

### Bowling Night

Our perennial end of season event brings Members and their families together for a couple of friendly games of ten pin bowling.

Venue tbc

Saturday 12<sup>th</sup>

### Last Saturday Bike Meet

This is the scheduled end of Saturday morning bike meetings.

Robroyston Retail Park

09.15 for 09.30 start

## Dec 2022

Saturday 10<sup>th</sup>

### Winter Riding events commence

This is the scheduled start date for Winter Riding bike meetings.

Robroyston Retail Park

09.15 for 09.30 start





# MKDRD MICK KINGHORN DRIVER & RIDER DEVELOPMENT

## 2022 MOTORCYCLE SKILLS DEVELOPMENT TRACKDAY

These days are designed for riders to develop riding skills which are transferable to the road, in a safe environment, with a team of highly skilled and experienced instructors made up of serving and retired Police riders, IAM observers/examiners, RoSPA examiners etc.

The emphasis is on skills development rather than outright lap speed. The primary aim is to learn cornering skills which will improve road riding safety and enjoyment.

Twenty minute sessions on track, each preceded by a short classroom input.

Three separate groups with a maximum of 16 riders on track at any time, plus instructors. Usual ratio is four riders per instructor.

Bookings are now being taken for the following confirmed event:

**Thursday 22<sup>nd</sup> September, 2022** – Croft Circuit near Darlington, DL2 2PL  
Full day event  
6 x 20 minute sessions per rider  
3 sessions AM, 3 sessions PM  
**£145 per rider**

For further details email [enquiries@mkdrd.co.uk](mailto:enquiries@mkdrd.co.uk)

Bookings now accepted via the website [www.mkdrd.co.uk](http://www.mkdrd.co.uk)

If the event is cancelled due to a resurgence of COVID-19, all monies paid will be refunded in full.