

Sefton Advanced Motorists

Issue: 287

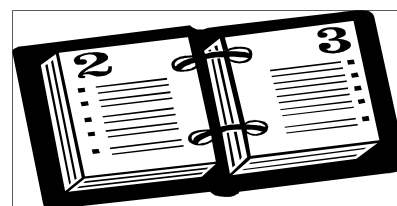
Registered Charity No. 517780

August 2008

Inside this issue:

Chairman Writes	Page 2
Summary of Seat Belt Law	Page 3
New Associate	Page 3
Examiner presents certificates	Page 4
New Motorcycle Observer	Page 5
An Examiner's Test Advice	Page 5
Car for Sale	Page 6

Forthcoming Attractions



Remember, there will be **no regular August meeting** at the RCH, see you in September.

Monday, 8th September; encourage your friends and relations to come along to the **New Associates Meeting** and enrol for the May course. Learn a "Skill for Life".

Monday, 15th September; this evening **Bill Croskell**, a Health & Safety Trainer with Win-canton, will be talking to us about **Driver Tiredness**.

Monday, 20th October; **Alan Davies** and the **History of Liverpool**.

Please make a note of these events in your diary and try to come along and support our guest speakers who give up their free time to come and speak to us. All meetings are at the Royal Clifton Hotel, Southport, unless otherwise stated, and start at 8 pm.

Chairman Writes

Hello,

Summer months tends to get us out driving much more than at any other time of the year, myself included, visiting many of the summer attractions and shows. It is while out and about that I have noticed the strange use of seatbelts which range from the driver deciding he is immune from crashes so won't need a seatbelt, to parents putting their children in the back seat with a 'they're all right there' frame of mind.



Seatbelt law changed on the 18th September 2006 relating to how children are carried in vehicles as shown in the following taken from the Department for Transport web site.

Seat belts and the law

- By law, you must wear a seat belt in cars and goods vehicles where one is fitted. There are very few exceptions to this. The driver is liable to prosecution if a child under 14 years does not wear a seat belt or child restraint as required.
- Children up to 135cms tall must use the appropriate child restraint for their weight (not age) when travelling in the front or back seat of any car, van or goods vehicle. There are very few exceptions. 'Child restraint' means any of baby seat, child seat, booster seat or booster cushion.
- A child can use an adult belt when they reach 135cm or their 12th birthday, whichever comes first.

In buses and coaches with seat belts fitted, passengers aged 14 years and above must use them. Passengers on vehicles used for public fare paying passengers on 30mph roads are exempt.

The fixed penalty for not wearing your seat belt is £30, but if you are convicted in court the fine can be up to £500.

For more information on this subject visit the Department for Transport web site www.dft.gov.uk/think/ which also includes details of exemptions, child seats and restraints and a seat belt crash simulator.

Tim Starkey
(Chair)
Sefton Advanced Motorists

A Summary of the Present Seat Belt Law

	<u>Front seat</u>	<u>Rear seat</u>	<u>Who is responsible?</u>
Driver	Seat belt MUST be worn if available.		Driver
Child up to 3 years*	Correct child restraint MUST be used.	Correct child restraint MUST be used. If one is not available in a taxi, may travel unrestrained.	Driver
Child from 3rd birthday up to 135cms in height (approx 4'5") (or 12th birthday whichever they reach first)	Correct child restraint MUST be used.	Where seat belts fitted, correct child restraint MUST be used. Must use adult belt if the correct child restraint is not available: <ul style="list-style-type: none"> - in a licensed taxi/private hire vehicle; or - for a short distance for reason of unexpected necessity; or - two occupied child restraints prevent fitment of a third. A child 3 and over may travel unrestrained in the rear seat of a vehicle if seat belts are not available.	Driver
Child over 1.35 metres (approx. 4ft 5ins in height) or 12 or 13 years	Seat belt MUST be worn if available.	Seat belt MUST be worn if available.	Driver
Adult passengers (i.e. 14 years and over)	Seat belt MUST be worn if available.	Seat belt MUST be worn if available.	Passenger

NEW ASSOCIATES

Sefton Group extends a warm welcome to



Josh Gordon

from

Lydiate

IAM Examiner Presents Certificates

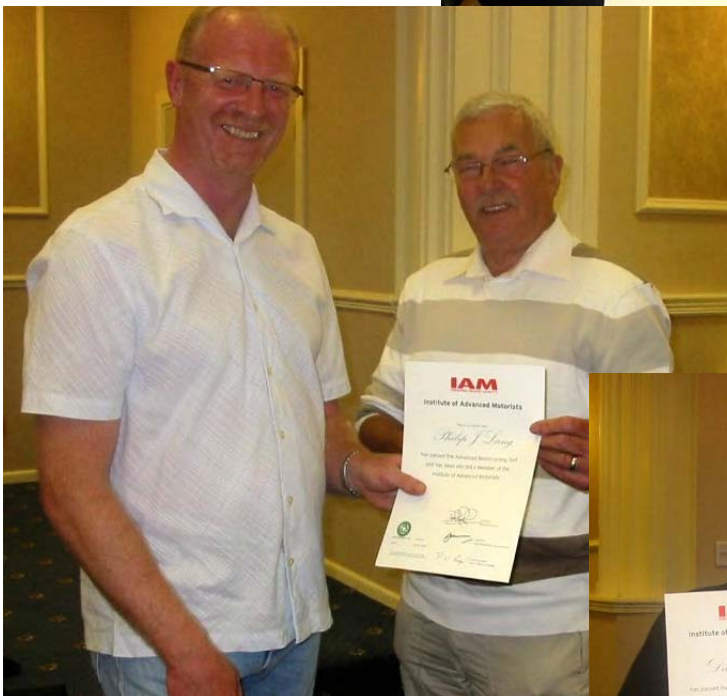
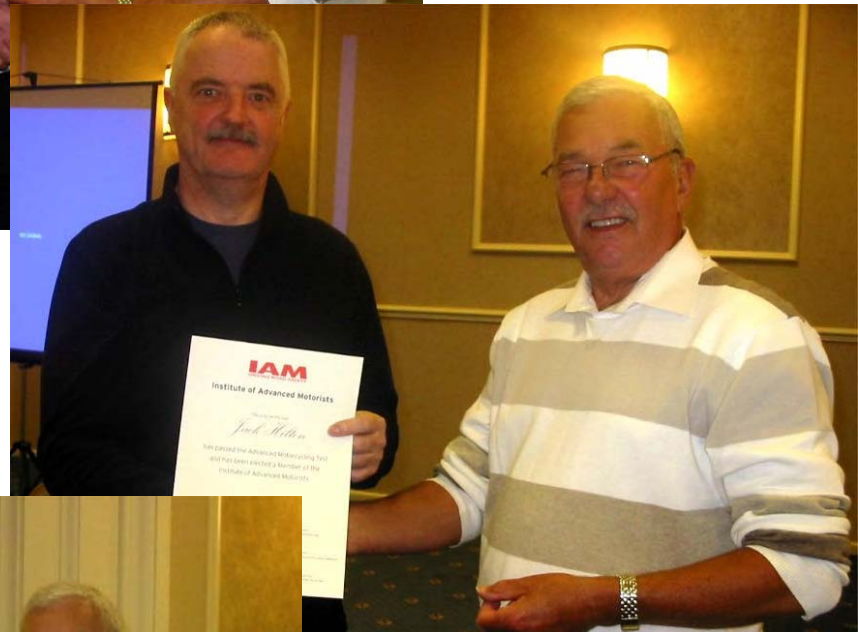


For our July meeting we had a “Meet the Examiner” Evening, with Terry Martin.

He is on the right of this picture presenting a certificate to **Nathaniel Singleton**.

Looking on is Kathleen Tattersall, Qualified Observer.

Next up to receive his brand new Advanced Driving certificate was **Jack Hilton**.



On the left we see **Phillip Lang** looking very pleased to be getting his hands on his well-earned certificate.

Finally, **David Hender** came up to be presented with his prized certificate.

Afterwards, Terry gave an insightful talk as to how IAM tests are conducted.



Test Advice from Terry Martin

(ex Police driver – IAM examiner)

In a talk given to Sefton Advanced Motorists

Monday 21st July 2008

First - TERRY SAYS RELAX!

Talking during the test helps you relax even though a commentary is no longer a mandatory part of the test. Describing what you can see helps the examiner know what you are thinking about during the drive – especially: - speed limit signs, warning signs – traffic lights – as soon as you see them make a comment even if they are half a mile away. But don't expect the examiner to talk back to you.

PRIORITISE what you are describing – most important hazards first – so it is no good talking about a bend half a mile away when there is a car emerging from a side road 20 feet away.

Hazards – as soon as you have noted a hazard – check your mirror immediately - slight movement of the head is OK to show examiner that you are using it but not too exaggerated.

Mistakes – you will make a few – no drive is perfect. Once you have made the mistake – forget about it and concentrate on the rest of the drive. BUT don't continue to make the same mistake.

Test failures – anything that breaks the law especially speeding. A minimal excess may not be penalised – you are not expected to have your eyes glued to the speedometer – but practice will make you aware of when you are doing 30 mph without having to check your speedometer. However, 45 in a 40 zone, for example, is a fail!

Stop signs mean stop; the car has to have stopped rolling. The handbrake does not have
(continued on page 6)



New Qualified Observer

The motorcycle section of Sefton Group is continuing its rich run of training success with the qualification of yet another Observer.

This time it is **Barry Phillips** (on the left) stepping forward to receive his “green” observers certificate.

He is pictured receiving it from Terry Martin, a local IAM Examiner, for both cars and motorcycles. In fact Terry is a former police motorcycle instructor and a very appropriate presenter on this occasion.

(continued from page 5)

to be applied – but using it on the test at a stop sign makes sure that you have stopped rolling - it is good exam technique. Not stopping the car completely is a fail!

During the system – observations cover the whole system – not just the information stage. When giving information – dabbing the brake lights is not necessary to warn the driver behind that you are slowing down. Left hand signals are not required after overtaking and returning to the inside lane – but there are one or two exceptions when using the motorway if there is heavy traffic.

Remember that **braking** is used to bring the speed down – dip the clutch to prevent the engine labouring – this is not free wheeling as the car is fully under control on the brake.

When the car is down to the required speed – select the appropriate gear to go. It is permissible to have a slight overlap on the braking/gear change – the examiner is looking for a smooth, safe drive. The examiner will be looking for the good practice of block changing of gears both up and down.

The test is all about making **PROGRESS** – but not speeding – driving up to the speed limit where it is safe and appropriate. In queues of traffic, choose the “line of least resistance” – the shortest, fastest moving lane – don’t get blocked in.

Especially at **roundabouts** – choose the lane that will keep you moving. “Top and tailing” a roundabout to make progress – i.e. crossing into the empty lane will be looked on favourably – so good observations needed to do this, but lack of anticipation/ hesitation on roundabouts could be a failure point.

Mini roundabouts – care needed – do not straddle the white spot in the centre – but it may be unavoidable to touch the spot on particularly narrow entrance/exits. Those with a red border and a solid white line are only traffic calming measures and it is permissible to cross into this red zone.

The examiner will be writing as you are driving – don’t worry – he will be writing positive things as well as negative. This is for the debrief at the end – (where you will stop to buy the examiner a cup of coffee!) - while he goes over your test.

AND FINALLY – Terry said that he was on your side – he wants you to pass – so relax and do your best.

*Our thanks to **Cam Cunningham** for compiling these notes.*

Car for Sale in Ireland

The following is said to have appeared in an Irish Newspaper..!

1985 Blue Volkswagen Golf
Only 15 miles
Only first gear and reverse used
Never driven hard
Original tires & brakes
Original fuel and oil
Only 1 driver Owner

Wishing to sell due to employment lay-off

A photograph of the car is on the back page of the newsletter

NOTICEBOARD

Accucolour Printing

Northern Buildings
141 Shakespeare Street
Southport
PR8 5AN

All Colour Printing
Business Cards
Duplicate/Triplicate Forms
Colour Laser Photocopying
Computer Printers & Inks
Graphic Design & Print Management

Mr Nolan

01704 547222

E-mail: nipd.ltd@tiscali.co.uk

JMT Training.co.uk

You're Will, My Determination

JMT TRAINING

Injury rehabilitation

Personal Training

Cycle Coaching

Chair based exercise

**10% discount on
production of this advert**

JON TAYLOR

**T: +44(0)7746127683
E: jon@jmttraining.co.uk**

Car for Sale



See page 6 for description
of the vehicle.

Disclaimer

The Editor and the Group Council wish to make it clear, that the views and opinions expressed in this Newsletter, are those of the contributors and do not necessarily reflect those of the Group or the Institute.

Data Protection Act 1984

Sefton Group will hold details of members and associates names and addresses on computer and paper files, in order to assist with administration. If you do not wish your details to be held, please make your objection known to the Membership Secretary.