

Chairman Writes

Hello,

On my journey to work I cross the Runcorn-Widnes Bridge and even after a year of doing so still think about it. I thought I might do a bit of research and find out a bit on the history of it and pass it on.

The crossing point is known as the Runcorn Gap and the first crossing was way back in the 12th century using a ferryboat with oars and sails and cost 2d per person. In 1868 the Railway Bridge was opened. It took five years to build and was then the longest railway bridge in England This iron girder bridge features a viaduct of sixty five arches on the Widnes side and thirty three arches on the Runcorn side. For 1d people could walk across the footway alongside the double tracked bridge

Completed at a cost of £135,000 the Runcorn-Widnes Transporter Bridge was opened on 29 May 1905 and was the largest of its kind in the world and one of only four in Britain. The bridge stopped service at 11.30pm each night. In 1947 the Transporter Bridge was 42 years old and it was obviously inadequate for present day needs, it was decided that a new bridge was needed. Meanwhile the Transporter Bridge continued to transport vehicles and people across the Mersey. The Transporter Bridge closed in 1961 the day after the new bridge was opened. In 1961 the Transporter Bridge was dismantled

Princess Alexandra of Kent opened a 2-laned road bridge in 1961 and cost nearly £3,000,000 to build. The Transporter Bridge had carried about 1000 vehicles a day, while the new bridge was handling 11,500 vehicles daily. Due to increases in the volume of traffic the bridge was widened to four lanes in 1975. In 1977 the bridge was renamed 'The Silver Jubilee Bridge'. 80,000 vehicles cross the Silver Jubilee Bridge each weekday. It has had many previous years of neglect and is of such strategic importance within the region that it has been unacceptable to allow full closure for repairs. Innovative design and construction methods have been developed in conjunction with meticulous planning and organisation to ensure that all four running lanes have been kept open throughout the working day. Improvements include:

- Strengthening to meet modern day standards
- Completely new protective parapets designed to modern codes
- A refurbished concrete deck with new running surface and bespoke replacement expansion joints

In 2006 approval was given for a second bridge to be built, relieving congestion for people travelling between Runcorn and Widnes. To read more about the New Mersey Crossing please visit the official New Mersey Crossing website www.merseygateway.co.uk

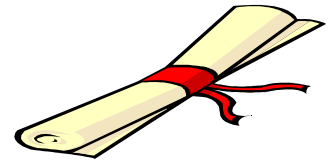
Without this bridge my journey to work and back would involve travelling through Warrington adding a further sixty miles round trip. Closing one lane on the bridge adds one hour journey time.



Tim Starkey

Test Passes

Hearty congratulations go to



Peter Lunt

observed by

Terry Gray

Qualified Observer Certificate Presented

Last month we were able to announce that **Trevor Wooding** had passed all the tests to become a **Qualified Observer** for Sefton Group.

Below we see him on the left being presented with his certificate by Richard Hardie, a Senior Observer of the Group, who conducted both the written and practical tests.

Congratulations Trevor!

In last month's news we mentioned that Trevor had been mentored by Phil Kelly in the time leading up to his success.

What the newsletter editor had, unforgivably, not reported was that **David Williams also played a very big role in Trevor's development as co-mentor.**

Sincere apologies to you, David, for that omission.



Speaking of bridge delays

My wife and I were travelling down to Exeter a couple of weekends ago and, as the friends we were visiting only live 2 or 3 miles from the M5, it is a simple journey, in theory. Granted, it was a Friday but we left mid-morning (after the morning rush) but didn't count on an accident around Thelwall and major roadworks on the bridge at Avonmouth.

Coupled with other very slow moving sections, the **total journey time was around 8 hours!**

Hidden Dangers!

Whilst out and about on the roads recently I have seen two things that instantly made me question the wisdom, or otherwise, of what I had witnessed.

Given that our motorcycle colleagues and their contemporaries are always urging other road users to "Think Bike" and make themselves more visible with the use of lights and high-viz clothing, why would the motorcyclist I saw have chosen to wear camouflaged jacket and trousers? It didn't seem to make any sense to me!



The other sighting was of a very neat and well-presented car (being driven sensibly) with a clearly visible First Aid kit on the rear parcel shelf. I was immediately reminded of a statistic I had been given when I was preparing for my Advanced Test. It was that a box of tissues, similarly placed, would, in the event of a 30mph crash be projected forwards with the equivalent force of a house brick. Ouch!



So, the owner of that car was probably thinking that the First Aid kit would be readily accessible when needed. Unfortunately, that same medical kit could be woefully inadequate if the vehicle it was in crashed. I don't know precisely what it may have weighed but when Googling around for additional information I came across an Australian website that gave some frightening examples of what mundane things can do to car occupants in a crash. For example, a 2 kg pot of honey killed a Queensland woman when it shot forward and hit her in the head. Another 2kg object will continue moving forward in a collision at the same speed and with a force several times its actual weight. The item quoted was a street directory (again, on

the parcel shelf) hitting the back of your head with the equivalent weight of 160 kilos, according to Stuart Newstead, a senior research fellow at the Monash University Accident Research Centre in Melbourne. Any loose object in your car is a serious potential danger if not well secured or stowed away in the boot.

So, I guess it pays to have an uncluttered car for more reasons than just being neat and tidy. Your life may depend upon it!

Is a Local Area Network in Australia known as The LAN down under?



Choose from the menu for

Christmas Dinner

15th December 2008

Bold Hotel, Lord Street, Southport.
(7.30 for 8 pm)

£16.95
3 courses

Paulette Haigh is now accepting £5 deposit per person

Not so grim up North, after all!

Most of the London area presents a parking problem for residents without a garage or parking space. In many residential areas the parking bays are “zoned” for use by nearby homes (not always metered) but requiring a “residents permit”.

I have noticed that narrower roads may have painted bays half on the road and half on the pavement. This leaves sufficient room for two-way traffic on the road, but narrows pavement access to a minimum. Mothers with prams or toddlers could be badly inconvenienced. This arrangement has obviously been made “legal”, but I still feel it is wrong to park on the sidewalk.

General meter parking in London is expensive and often includes Sundays. Railway station parking is also expensive (where provided) for commuters who wish to park and ride. We don't know how lucky we are in most of Sefton with free parking for rail users.



Ron Clare



December Festive Dinner at the Bold Hotel Southport



15th December

7.30 for 8pm

Chef's Soup of the Day with a warm bread roll

Chilled Galia Melon with cranberries and a mulled wine syrup

Chicken Liver Parfait with toasted brioche and a red onion marmalade

Wild Mushroom and Bacon Risotto with a soft poached egg and hollandaise sauce

~

Traditional Roast Lancashire Turkey served with all the trimmings

Chargrilled Sirloin Steak served with chips, seasonal vegetables and a pepper sauce

Slow Braised Shank of Lamb served with creamed olive potatoes, oven dried tomatoes, seasonal vegetables and rosemary juices

Tomato, Spinach and Basil Risotto with rocket and parmesan

Oven Baked Fillet of Salmon served with buttered spinach, potato rosti, sweet and sour sauce and a chive chantilly

~

Traditional Steamed Christmas Pudding with rum sauce and brandy butter

A selection of British Isles Cheeses served with assorted biscuits, apple, grapes and fruit chutney

Fresh Fruit Salad served in a brandy snap basket with vanilla ice cream

Sherry and Cranberry Trifle with homemade biscuits

Warm Chocolate Pudding with mint custard and vanilla ice cream

~

There is 50% off 1st bottle of wine between 2 people when dining from the Christmas Menu.

Please pre-order your meals with Paulette Haigh, and don't forget to send a £5 deposit per person.

Happy birthday Model T Ford.

It's 100 years since the first Model T rolled off the production line, and since then more than 15 million have followed.



The Model T was the first mass production car in the world, priced competitively to make it affordable at a time when cars were truly expensive. Indeed, in 1921 57% of world car production was taken up by the Model T, still one of the most important cars ever built.

It's little surprise then that it enjoyed a long life, produced from 1908 to 1927 and earning it the reputation as one of Ford's most successful - and iconic - models.

Maybe it's worth taking a look at some of Ford's most successful models, some of which may bring back some nostalgic memories for you.

1953 Ford Popular 103E

Austerity era Britain needed a cheap, reliable car and the Ford Popular was it. Based on the pre-war Y-type and pared back to the absolute basics (a second windscreen wiper was an option!) it was nearly half the price of the VW Beetle. 155,000 were made and helped get post-war Britain moving once again.



1959 Ford Anglia

The Anglia name had been used before but the 1959 model - launched at the same Earls Court show as the Triumph Herald and the original Mini - brought a taste of America to Britain's suburbs. American stylist Elmwood Engel added fins and a reverse-rake rear window to dramatic effect, over a million selling in eight years.



1962 Ford Cortina

A British institution, the Cortina was designed in the UK and though it wasn't a technical revolution, it succeeded by offering better performance and economy than rivals at a cheaper price. Five generations and over 4m cars later the Cortina was finally replaced by the controversial "jelly mould" Sierra in 1982.



Editor's Comments;

Inevitably I have picked out images and words from the original article (found at www.cars.uk.msn.com/News/car_news_article) that appealed to me but you may find other points of interest. However, my grandfather owned, at separate times a Ford 'Pop' and the Anglia (in maroon) and I passed my driving test in a 1964 Cortina Mk1. Ahhh those were the days!!

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