

# Sefton Advanced Motorists

Issue: 298

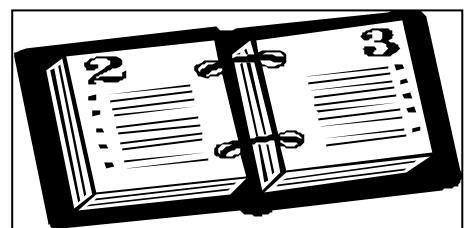
Registered Charity No. 517780

July 2009

## ***Inside this issue:***

|  |        |
|--|--------|
| Chairman Writes .....                            | Page 2 |
| Motorcycle Presentations .....                   | Page 4 |
| New Associates & Test Passes .....               | Page 5 |
| IAM answer to Pedestrian & Cycling Problem ..... | Page 6 |
| Cycle Training for Adults .....                  | Page 6 |

## **Forthcoming Attractions**



**Monday, July 20th;** tonight **Terry Martin, IAM Examiner**, will be joining us for another informative meeting.

**Monday, August 17th;** there will be no monthly meeting at the Royal Clifton Hotel, but a visit to **News International at Knowsley** is being organised. Please see the Chairman's letter on page 2 for full details.

**Monday, September 21st;** regular monthly meeting at RCH, speaker to be confirmed.

**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 to you all,

This month we've got two opportunities that require a quick response from interested members.

The first, kindly organized by Miles Stevenson and daughter, is a visit on **Monday 17<sup>th</sup> August to News International's Knowsley print works**, where members will get a guided tour and the chance to get the first edition of the next day's paper. We're aiming to meet at Knowsley at around 7:30pm for coffee and to be organized into groups. The evening is likely to run a little later than normal, to around 10:30pm.



To help us know how many tour guides need to volunteer and to organize lift shares where appropriate, please reply by phone or email to myself **as soon as possible**. If you're willing to take others or fancy a lift let me know your postcode so I can pair people up.

The second item is as a result of the excellent talk by Mark Harrison from **North Star First Aid** last month. Graham Miller is looking to organize a **1 day first aid course**. The cost is expected to be around £60 dependent on numbers and venue. Again, if you're interested contact myself or Graham directly at [graham@hdlmct.co.uk](mailto:graham@hdlmct.co.uk).

The next piece of news is from **Chorley group** to report on the roaring success of their **Alive to Drive weekend**. They managed to sign up 62 new members, with many more enquires. Their initial course so far has over 25 people booked on it, so there is an open call to neighbouring group's observers to help out on at least the first few sessions. The sessions are starting on Sunday 12<sup>th</sup> July at 10:15 from Flat Iron car park in Chorley. They run a mass guidance session so associates are allocated on the day. For more details and to volunteer your services, contact Simon Kirkman on [simon@simonkirkman.com](mailto:simon@simonkirkman.com) or 07808 475481 mobile, home number 01772 452870.

Finally, I'll report on a recent observer meeting at Preston Advanced Motorists, where Chris Givvens Region 5's new Staff Examiner was talking. Chris began with a short overview of his job, which is aimed at maintaining the consistency of the regions examining and observing. He intends to do this initially by assessing all the regions examiners over the next 2 years and onward with a rolling program. This process should also encompass 5 or 6 new examiners for the region, to fill some gaps in the coverage, so associates and examiners have less distance to travel.

He then went on to cover his expectations of senior observer tests and their role in maintaining standards. Ideally senior tests will consist of 2 parts a 45 min observed run (roughly an hour including briefs) with a relatively new associate usually 3 or 4 runs in. The second will be an hour long demonstration run without an associate. This allows Chris to give over any advice he thinks will help and make sure observers are practicing what they preach. Observing and test preparations were then covered in more detail. A few of the greyer areas that observers tend to have the most fun with. As originally stated his aim is to get a

consistent approach so that associates aren't left with conflicting advice from different quarters.

First up was the thorny issue of speed. Here he reiterated that we have to apply the legal limits. With cars he expects the examiner to use the associates own speed-o with the motorbikes he said it doesn't take long to gauge the difference between the two bikes speed-o's and the associates would be used. Questions were asked regarding examiners turning a brief blind eye on overtakes. Here Chris said that even on overtakes the limit should be applied, and this was one area where consistency of the examiners was essential. If a few examiners and observers use different standards, it makes everyone else job a great deal more difficult, as the legal limit is clearly defined there need be no arguments about how long or how much we let people creep over the limit. He also pointed out that some areas had very much stricter speed policies than others, and this was another reason for country wide consistency of the test standard.

Carrying on to overtaking, he suggested it was often useful to ask associates the reasons why they can't overtake rather than prompting them at the right moment. He said associates will often keep a constant 2 second gap without anticipating the possibility of an approaching opportunity, and closing the gap briefly.

Next up was crossing the roads centre line on bends to gain a speed or vision benefit. Here the examiners and Chris were in agreement that unless you're breaking the speed limit there is almost never any significant benefit to be gained. Chris suggested that on most observer's patches there were likely to be very few roads where the whole of a bends exit was visible far enough to allow a guarantee of safety, and then fewer still of those that offered an advantage to crossing the centre line.

This led nicely into questions on roundabouts. On these Chris suggested that the same roundabout might be handled in several different ways. When traffic is light, conditions are good and enough entrances and exits visible we can consider smoothing out the course of the roundabout, crossing lane markers as appropriate, if it gives benefits to vehicle stability. Cockpit drills were covered in brief, Chris said his favourite examiner question here was "How do switch your fog lights on?" just after the associate has finished. Judging by the numbers who leave them on year round, I'm sure he has a degree of success with this one. Obviously many other topics were covered, but I'm sure, as Terry Martin is our speaker this month, all the glaring omissions will be covered.

To finish Chris suggested the following

- ~ Try and take associates just outside their comfort zone, this is where they learn the most.
- ~ Be prepared to do any test route (bikers will go anywhere, drivers usually grumble).
- ~ If you haven't practiced it, don't do it on the test.
- ~Most of all, keep it simple.

Tom O'Malley  
Chairman

## Four More Advanced Motorcyclists.

At the June meeting of Sefton Advanced Motorists we had the pleasure of a visit by **Ian Marginson, Regional Motorcycle Advisor**, who presented four brand new motorcycle Test Certificates



Above is **Barry Hesketh** and to the left is **Andy Dwyer**.



On the right we see **Colin Wright**, happy to receive his certificate from Ian.



Finally, it was the turn of **Paul Tabern** to step forward to be presented with his certificate.



*Congratulations to them all.*

# Test Passes New Associates

## Sefton Group extends a warm welcome to

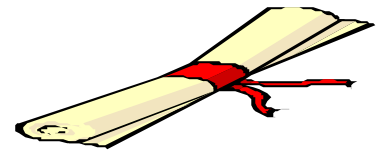


**Martin Charlton** from Ormskirk

**Marjorie Harriman** from Southport

**Anthony Robinson** from Halsall

## Hearty congratulations go to



**Leslie McBurnie** observed by **Cam Cunningham**

**IAM**  
DRIVING ROAD SAFETY

## Infrastructure and Training are the answer to UK Pedestrian and Cycling problem says IAM



The IAM (Institute of Advanced Motorists) has welcomed today's report from the National Audit Office as it underlines a focus on children and cyclists as the top priority needed to lift Great Britain up the road safety league table. "The government are already talking about creating the safest roads in the world and the biggest challenge will be to do this for our most vulnerable road users," says Neil Greig, director of policy and research at the IAM.

The IAM believe that long-term investment in separate facilities for cycling and an improved environment for pedestrians is key. Mr Greig added, "Drivers and riders can make mistakes but, when they share the same road space, that mistake is always fatal for the most vulnerable, while the car or lorry driver will more likely emerge physically unscathed. Providing the

best possible protection must include more cycle paths and better urban design for the safety all road users.”

Research shows that children in deprived areas are most at risk as they spend much more time near busy roads compared to our European counterparts. Town planning and new de-



signs for housing areas will ultimately deliver more safe places to live and play but that will take many years. In the meantime the IAM supports pedestrian and cycling training for children and also provides training for adults wishing to cycle more often. Such training not only increases skills and confidence, but enforces the principles of road safety and promotes

awareness of the needs of vulnerable road users. These have always been a key part of the advanced driving test.

*Apropos to the preceding news release from the IAM you may not know that this sort of training is now available in Southport. The following piece is an extract from the Sefton website.*

## **Cycle Training for Adults**

Adult Cycle Training courses have been available in Southport from April and will run until October 2009.

**The 5 week courses, based at Dunes Leisure Centre**, last approximately 1.5 hours per session. If you are interested in taking part, courses cost £10.00 and places must be booked in advance.

Level One is for complete beginners and less experienced riders. These courses run on Thursday evenings, beginning at 6.30pm.

Level Two is for people who can cycle but want to develop their cycling skills and confidence. These courses will run on Tuesday evenings at 6.30pm and also on a Saturday morning at 10.30am.

The start dates for the remaining Level Two Tuesday evening courses are:

**11th August & 15th September**

The start dates for the remaining Level Two Saturday morning courses are:

**8th August, 12th September**

For further information of any of these courses - please contact 0151 934 4680.



**SEFTON ADVANCED MOTORISTS**  
GROUP No. 5143

## **NOTICEBOARD**

### **FOR SALE** **FORD MONDEO 2.0 LX**

2005, Silver Hatchback  
One owner / driver  
Full Service History

5 Doors, Manual, Petrol, 49,000 miles, MOT-09-2009  
Radio/CD, Heated Front Screen, Air conditioning,  
Cruise control, Electric windows,  
Remote locking and alarm.

**Contact Stella Owen:**

0151 929 2574  
Mobile; 07751 375624  
Email; stellaowen@btinternet.com

**£4,600**

*(This is not the car being advertised)*



#### **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.