

Sefton Advanced Motorists

Issue: 306

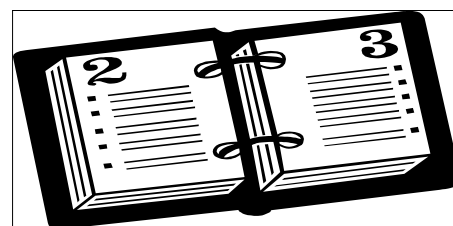
Registered Charity No. 517780

March 2010

Inside this issue:

Chairman Writes	Page 2
Test Passes & Presentations	Page 3
A View from the Examiner's Seat	Page 4
Overland to India, and Egypt	Page 6

Forthcoming Attractions



Monday 15th March: Martin Cannell, also an IAM member, will talk about the **Rolls Royce Enthusiasts Club** and his experiences. By all accounts Martin is a very knowledgeable speaker from whom we should learn a lot.

Monday 19th April: this evening's talk is by **Bill Croskell** and is entitled **Focus on Risk**. He will talk about drugs and drink, problem drivers and useful information he collected from the IAM Fleet Training presentation.

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 All,

This month I got myself a graphic illustration that not all statistics can be lumped with lies and damned lies. Stella Owen, our Associates Co-ordinator, managed to get us a talk slot at one of the local 6th forms, Range High in Formby. As I was the one who'd noted this as one form of group publicity we hadn't tried before from the National Conference I could hardly refuse the invitation.



After a good deal of staring at a blank PowerPoint screen I managed to scrape together materials from the IAM's young driver accident report and our own training presentations into a mostly coherent talk.

On arrival at the school Vicky Ainsworth got me setup and let me know that I had a likely audience of 6 or so students, all current drivers. For a first attempt I was more than happy to limit my potential embarrassment to the least number of people and was therefore not entirely overcome with joy when the classroom filled up with 25 plus students.

I later learned the competing talk was on sexually transmitted diseases, which may go some way to explain our road safety messages popularity. After a quick introduction about who I was and what our group was all about, I tried to outline a few of the salient points made by the IAM's report. A couple of the whizzy graphs struck home with me and, I think, my audience as well. The first being

"In their first year of driving, 23 per cent of drivers who pass their test between the ages of 17-19 have been involved in at least one crash."

I tentatively asked how many of them fell into this group and after a little looking around a quarter of the audience raised their hands.

I next tried to put together a few of the report's conclusions from different sections to put together a typical young driver accident.

I came up with the following list -: Over the weekend. At night. With 1 or more passengers. In a 7-8 year old car. No other car involved. On a rural minor road. Run off the road, probably at a bend.

Again I cautiously asked if anyone recognised any of those conditions. One chap agreed that summed up his accident almost perfectly and another described a similar accident he'd had near Farmer Teds.

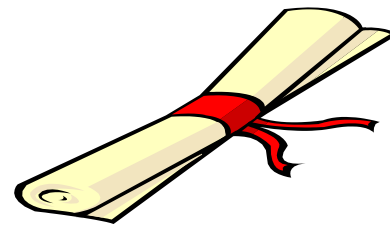
My initial fears of running dry proved groundless as I was still blathering on when the bell went, I just managed to sum up in time. Hopefully I didn't bore them too much, and even if we don't see any new members from the event then it probably still falls under our road safety remit anyway.

I leave you with the threat that if we ever lose a speaker at the last minute and we can't find the traditional quiz, you may all be subjected to this reminder of misspent youth.

Best wishes

Tom.

Test Passes



Hearty congratulations go to

Peter Gane

observed by

Fred Hampton



**John Owens,
Advanced Driver.**

Left, we see **John Owens** being presented with his Advanced Driving Certificate at the February Meeting of Sefton Advanced Motorists

Doing the honours on this occasion was **Richard Hardie**, Vice Chairman of the Sefton Group.

More Nostalgia!

I found Malcolm Towler's article '**A Nostalgic Afternoon**' both interesting and informative. In it he mentions **The Cyclmaster**, a 32cc engine in a wheel that could be fitted as a rear wheel to a standard pedal cycle.

I bought one of these in the early 1960's and fitted it to my Raleigh Trent Tourist bike. It was the first powered transport I owned. Engine, petrol tank and driving gear all fitted in the space of the wheel - it was quite a novel piece of engineering. Mine wasn't over reliable and let me down on a few occasions, usually on the way to work. At the time I was working in the engineering section of a large organisation and I was able to strip down the engine when the big end went and had a new one made. Unfortunately this wasn't very successful and it never ran well after this. Perhaps I was just unlucky with my Cyclmaster; a work colleague had one that ran well and he relied on it for travel to and from work.

I'm surprised that in the days of high fuel costs and road congestion such a machine has not been manufactured again - what a pity!

Regards,
Peter Jackson



Steve Moon

Steve Moon and Dennis Nicholson

- IAM Examiners (visited Sefton Advanced Motorists on 18th January 2010)

Dennis and Steve introduced themselves with a brief summary of their current roles in Lancashire Constabulary. Both have 29 years service and are Sergeants in the force working respectively in serious accident investigation, based in Preston, and strategic governance, at Police HQ Hutton. They have been IAM Examiners for just over a year.

The structure of the talk was in two parts; what the IAM Examiner is looking for in the IAM Advanced Driving Test, then a question and answer session on various aspects of the Test of interest to Associates, Members and Observers.

What the IAM Examiner is looking for in the IAM Advanced Driving Test

Principally the examiner is looking for nothing other than the guidance on Advanced Driving contained in the book, *Advanced Driving the essential guide*.

- Good observation, especially at distance forward and rear.
- An ability to make a plan to deal with hazards and carry this through.
- Making progress is important, but this should not be forced.
- Mandatory elements of the Highway Code, i.e. Speed limits and Stop signs, must be adhered to.
- Commentary is not a mandatory element of the test, however the examiner will ask during the introduction if the candidate would like to do some commentary on the Test run. If done make sure the commentary is relevant to the drive and hazards encountered.
- Questions on the Highway Code will be asked, so important candidates are well read on this.
- The System of driving must be known and the constituent elements (IPSGA). At least one formal demonstration of this will be specifically asked for during the run.
- The examiner is looking to pass the candidate rather than fail, so want to see Associates well prepared by their Observers. Over the year a good standard of candidate presented for Test.
- During the Test run candidates tend to nervous, so the examiner will talk to the candidate and try to make the experience as positive an experience as possible.

Summary of the response to questions form the floor

Location for the Test meeting point with the examiner is flexible and mutually agreeable.

The Examiners receive a fixed fee for their services so travelling expenses come out of their own pocket. Preference therefore is to keep this to a minimum. Steve sometimes runs from the Little Chef at J3 on the M58 near Skelmersdale, to assist drivers/riders who are travelling long distances. Likewise Dennis is flexible about where he starts from.

For bike Test neither examiner uses intercom.

All instructions during the Test can be given adequately without this. The examiner will give directions by signal, or pull alongside if necessary. His road position will tend to be close and to one side to improve his through vision. Acknowledgement of instructions can be done by a nod of the helmet. No need to signal, if no other road users around, unless you feel appropriate for the circumstances. Bikers need to be careful on overtaking not to exceed the speed limit, with the power available it's easily done, and don't push back in.

Commentary

Want to hear what you're looking at, particularly in the distance, recognising the hazards and making a plan to deal with them. Demonstration of a systematic approach important, but don't want to see the System used rigorously in this respect.

If a minor mistake is made explain what went wrong and how you should have dealt with it.

Advanced Driving is about identifying errors, recognising mistakes and learning from them for the future. The examiner's ambition is to pass candidates and go through the test process with this in mind at all times. No tricks used. If the examiner has noticed a concealed speed limit sign on previous runs on this route he will advise the candidate to look out for this.

Straightening out roundabouts and bends when safe to do so.

Around the Sefton area there are many rural roads where there is good vision across the fields. If safe to do so acceptable to straighten bends, including crossing the white line. Wouldn't fail a candidate for crossing the white line if safe to do so. The car is more stable in a straight line after all.

Headlights

Can be used to warn other road users of your presence, as the horn, but never used a flash of the headlights to encourage another road user to proceed.

The occasional minor transgressions over the speed limit

Say, 32 mph in a 30 can occur but as long as the driver recognises this and quickly corrects these will be ignored. The examiner will draw attention to such incidences with a gentle reminder. Examiners don't want to fail candidates for speeding.

Breaking the speed limit to allow an emergency vehicle to progress from behind in a constrained lane is acceptable, rather than delay the emergency vehicle, but get out of the way and return to the speed limit as soon as possible.

If on test if you get held up by a slower moving vehicle in the national speed limit don't make a forced overtake to progress. Be patient and demonstrate you are looking for a safe overtaking opportunity.

If an aggressive road user is encountered

Focus on your drive and advanced driver skills to deal with this. Let the aggressor go at the earliest opportunity.

Block changing down the gearbox; both examiners like to see.

However, see little value in doing this up the gearbox and wouldn't encourage this aspect. It wouldn't be a fail if done.

Two driving aspects that the examiners feel there is currently room for improvement on were; 1) overlapping and 2) braking prior to entering a slip road from lane one. Leave your braking until in the slip lane.

Many thanks to Dennis and Steve for their candid and informative talk.

Post Meeting Additional comments of clarification and information from Dennis were:

Block changing going up the gear box.

I stated that the police don't teach this. I have checked with two experienced instructors at Hutton who confirmed this to be the case for a number of reasons. I also spoke to a Greater Manchester Police Instructor who re-iterated this and for the same reasons. However, I accept that whilst the IAM is based on the police system there are aspects that differ for a variety of reasons. Particularly the fact that police drivers are often required to break the speed limit. Block changing is one such case. Our aim is to prevent any form of discrepancy between examiners which is why evenings such as yours are of such a benefit to us as well as you. The

IAM encourage block changing in both directions and I wish to confirm that where it is used appropriately I have no issues with it for an IAM test. Steve said on the night that he had no issues in any case. What I would say is that gears must not be over revved in order to miss a gear out. Changes must be done smoothly and must be appropriate to the conditions and vehicle being driven.

With regard to changing down a gear in 30/40mph area to enter a national speed limit, all of the Constabulary instructors I spoke to felt that unless it was in anticipation of an overtake this may be considered excess use of the gear box and an unsympathetic use of the vehicle/fuel and an unnecessary gear change for a relatively minor increase in speed. Theirs and my view was that unless the acceleration of the vehicle was such that it really required a down change to make the momentum based on the capability of the vehicle/a gradient, then accelerating in fourth, if that is the gear you are in would be most adequate/acceptable.

Re the straightening of the bends, I believe that we stressed that it would be down to your observers to assess the abilities of their associate and where they thought that the ability of the associate was such that they would understand what to look for and where then they may consider outlining this to them. It must be stressed that this is only in circumstances where it is totally clear. There will be associates who would be a danger to themselves and other road users if they contemplated this.



Dennis Nicholson

Gordon May; author, motorcyclist and expedition rider.



At our February meeting we were treated to a wonderful account of Gordon's epic ride to India on a 1953 Royal Enfield Bullet motorcycle.

The talk was certainly well received on the night and also prompted this comment from Peter Jackson (a member of Sefton Advanced Motorists) who e-mailed to say

"Just wanted to say what an excellent talk we enjoyed from Gordon May. It was well delivered and illustrated. More of this please. Good wishes. Peter."

We also learnt that Gordon is planning yet another ride. This time he is riding to Egypt on a 125cc BSA Bantam, departing England on 28th April.

Prior to this you may be able to see him and his bike at Staffordshire Motorcycle Show (Stafford Show Ground) on either 24th or 25th April. His progress may also be followed on his website www.overlandtoegypt.co.uk

**SEFTON ADVANCED MOTORISTS
GROUP No. 5143**

NOTICEBOARD

SAM shirts available.

Polo shirts & sweatshirts are now available embroidered with the IAM logo. The red car roundel is illustrated but there are also green ones for motorcyclists.



Cam Cunningham has arranged the supply and orders can be placed with him at any of the Group's meetings or by ringing him on 01704 892816.



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,