

Sefton Advanced Motorists

Issue: 326

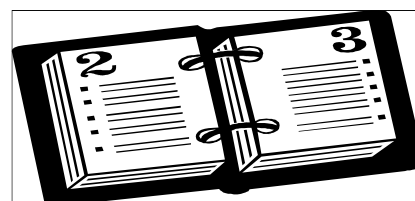
Registered Charity No. 517780

January 2012

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Forthcoming Attractions



Monday, 9th January; this evening is reserved for the **New Associates Meeting** when we greet new members embarking on the Skill for Life course.

Monday, 16th January; this evening we will be having an **IAM Examiner, Dennis Nicholson** talking to us. I am sure the general membership will get a lot out of the evening as will any Associate preparing to take the Advanced Test.

Monday, 20th February; Details to be confirmed.

Monday, 27th February; this evenings event is the **Mid-Course Theory Meeting** run by the Training Team primarily for all Associates (with their Observers) still to take the Advanced Driving Test.

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



The SAM Christmas Night Out for the Car Section at the Bold Hotel, Lord Street on Monday 19th December, was well attended with 24 yuletide revellers at this festive occasion. It was a good night. Also good to hear from Stuart Gaukroger – SAM Group Motorcycle Membership that the Bike Section had another very successful Christmas Party which was held at Alan Filson's house on Saturday 3rd December with 22 people attending.

Congratulations to Peter Comfort and David Paton who both undertook and passed their Senior Observer six yearly re-qualification with Chris Givvens - IAM Staff Examiner for our Region, in December. Thanks to Associates Julie Fisher and Graham Draper for their participation in the process.

The IAM has been running a **winter driving campaign** for the past 10 weeks, and recently published an update of how it's going so far.

* The microsite www.drivingadvice.org.uk has received 3,959 visits, 87 per cent of these unique/new visitors. The target is to get this up to 5,000 by the end of the campaign.

* Press coverage: 280 pieces of media coverage including 17 radio and one TV (BBC The One Show).

* They have done press releases on 'the number of councils cutting spending on winter road services', a call for drink drive warnings on alcohol bottle labels, reactive pieces every time bad weather has hit, as well as weekly driving tips and columns on driving in various adverse weather conditions.

* They have formed a partnership with Jet fuel stations, who are providing winter driving advice booklets and ice scrapers, dual branded with the IAM. We provided the advice for these booklets. We are also exploring similar partnerships with Kia and Halfords.

* Poll answers: 458 people have answered the pop up survey "After visiting this site, will you change any aspect of your driving?" 78.6% have said they would. That's 360 safer drivers (at least) out there.

* And 98 people have entered the competition to win a Skill for Life or Momentum course.

These positive results are in spite of the fact that the winter so far has been fairly mild.

The IAM are really keen to keep improving until the campaign closes end of March, so visit www.drivingadvice.org.uk for all your winter driving advice, weather forecasts, and traffic updates. There is also the opportunity to win a Skill for Life or Momentum course, as well as a news page with all the latest IAM news.

Finally, best wishes for a steady recovery and recuperation to Alan Filson – SAM Group Council Member who has undergone knee surgery just before Christmas.

I wish you all a Happy New Year for 2012.

Richard Hardie – Chairman, Sefton Advanced Motorists

The IAM website has been updated and improved.

IAM Headquarters at Chiswick has circulated all local groups advising them of how they can link correctly to the main IAM website. We are told that they have recently successfully implemented the direct link from their website to the MRM members database, thereby significantly reducing the manual intervention required by IAM, for a product purchase, or member detail update if made on the website. An overview of the improvements made for our members and groups is listed below:-

- Postcode look up facility, to help members' complete and check addresses quickly and accurately.
- Access to "your IAM profile" – where members can see all the data held by the IAM, enabling them to make any updates.
- Improved member check facilities for group use.
- Improved group directory section.
- Members can now see at a glance if their subscription has not gone through for some reason.
- Easier, secure on-line ordering of goods and services from the IAM.
- On line renewal of membership.
- Accurate member status (real time updates).
- Revised look and feel to the E shop pages.
- Financial transactions directly uploaded to the IAM finance system.

During the development of these enhancements we discovered that there were over 36,000 different URL links to and from the IAM website and its pages. Many of these links were obsolete, not working or linking to incorrect pages or content. This has serious implications for both the user experience and site security therefore we have deleted or disabled the majority of the old links.



Gordon May Returns.....

Way back in February 2010 you will remember listening to Gordon's enthralling presentation of his overland trip to India on a 1953 Royal Enfield motorcycle.

Well, he is back again in April to talk to us about his latest exploits. This time he will be bringing us news

..... from Egypt, via Libya!!

Young Driver Research.

In the December issue of *Insight*, the monthly newsletter produced for IAM Groups and their members, Simon Best (Chief Executive) gives an update on some commissioned research into young people's attitudes to driver training.



“Did you know, for roughly 30,000 newly qualified drivers, this will be their first winter on the road? That figure came to me as we prepare to publish our latest piece of research on young drivers this month (December). Experts at TRL will show the need to engage with young drivers in the first three to four months of their driving careers, once they have passed the L-test.

Their ‘experiential’ learning could mean that they are beyond an additional training intervention within the first 500 months. It is important we have a handle on how novice drivers feel about additional learning once they are on the road. The ‘fast and the curious’.”



The fast and the curious: young people's attitudes to driver training.

The government's strategic framework for road safety commits to establishing an indicator on the take up of advanced training. The IAM would like the Department for Transport to explore how this can be connected to analysis of accident rates. We appreciate the fact that for insurance premiums to go down we need clear evidence of the link between advanced driver training and reduced risk. We will work on providing evidence of the impact of

our training wherever possible. We will also work with the government and the insurance industry to establish a link.

Educating rather than restricting young drivers

There have been recent calls for the introduction of further regulations for young drivers in the form of curfews and restrictions on passenger numbers. While we appreciate the objective to increase safety, we believe that the poor behaviour of a few individuals should not restrict the mobility of the majority of safe young drivers. Furthermore, we feel that giving young novice drivers greater experience in real situations is vital for preparing them for the road. ‘A segmentation of novice drivers in Great Britain’ highlights the important fact that those who pass first time and those who have driven fewer miles are often among those who would find additional training most useful. TRL's research shows that training that provides experience of a wide range of road and traffic situations was the most popular amongst young novice drivers. Instead of inhibiting young drivers we should be making it easier for them to gain experience of settings such as motorways, night time driving and rural roads accompanied by an observer or advanced driving instructor. The IAM believes that post-test training, similar to the Austrian system*, would be a successful way of enabling people to gain the full experience they need. Post-test training could be accredited by government but delivered through a variety of public, private, social enterprise and voluntary providers. This could help ensure that further training provides value for money.

The IAM believes the government should review the driving test process, learning from Pass Plus and international experiences, with the Austrian model providing the best example.

The IAM will continue to work to highlight the potential benefits of post-test training through research and evidence.

Putting young people's views at the forefront of driver training

TRL's research shows that making assumptions about young novice driver's willingness to take advanced training based on gender and age is wrong. It is important to look at a wide range of factors relating to attitudes, behaviours and experience. Young people are rarely given the opportunity to engage in policy decisions which impact on driving and road safety. The IAM believes that they should be more involved in designing training and safety awareness messages to improve their success. TRL's evidence also showed how vital it is to engage young drivers within the first year of passing their driving test. It is important to respond to when and where young people are most likely to take up advanced driver training, as well as providing incentives.

The IAM would like the government to consider how it engages young people in decisions about driver safety. We would also like the government to consider how it promotes opportunities for advanced training during the first year after test passes.

The IAM will explore the survey results in more detail over the coming months, looking at their implications for how we target, engage and train young novice drivers. We will work to become more responsive to the needs, attitudes and behaviours of young people in order to further improve our offer and appeal.

** In Austria new drivers have at least three further contacts with qualified instructors after passing their driving test. This has successfully reduced the number of deaths of young male drivers by nearly 43 per cent. After taking the test, drivers have an initial assessment to gain knowledge of their experience and to highlight any deficiencies. This is followed by visits to a road safety centre to demonstrate handling in the wet, speed into corners and the impact of speed on stopping distances.*

Young drivers in New Zealand.

Quite co-incidentally, the preceding article and this contribution from Mark Revill-Johnson in New Zealand arrived on my desk almost at the same time. So, I thought it appropriate to place them in the same issue of our newsletter.

The minimum driving age in New Zealand is 16 years of age, being raised from 15 in August 2011.

From February 2012 the driving test format changes. The learner theory test still has to be completed before you are given a licence to drive. After a minimum 6 months on the learner licence, there is the Restricted Licence practical test. This is a bit like the UK version for full licence, and will be longer than the current version and will include higher speed limit areas.

The restricted licence allows a driver to drive without L plates or supervision but they must be supervised if carrying passengers or driving between 10pm and 5am. After a minimum of 18 months on the restricted (which can be reduced to 12 months by completing a recognised Defensive Driving Course) then the Full Licence practical test can be done. Again the format will change on February 2012 and will include hazard perception, planning and commentary.

(.....continued on page 6)



Other changes include discussions on a new driver licence class for mopeds which might include a basic handling skills test for them, the development of a motorcycle specific Defensive Driving Course and a minimum number of hours of supervised instruction prior to be eligible for a practical test. The last one could be really interesting; how many hours is appropriate, how can this be measured, how much should be with a qualified instructor, etc, etc?



*With thanks to Mark Revill-Johnson
Former Chief Senior Observer of Sefton Group*

Mark is still currently employed as a police officer in New Zealand but has become involved with driving and road safety matters away from his full-time career that spans almost 27 years in the United Kingdom and New Zealand. This includes being a IAM (NZ) Examiner for cars.

However, members may wish to visit Mark's website for his recently established driving school where the web address is www.rvcdriiving.com.

To The Times:

Intuitive perception

In his admirable article on intuition, Professor Eugene Sadler-Smith quotes the most famous example in motor sport as Juan Fangio's decision to brake in the second lap of the 1950 Monaco Grand Prix, avoiding a serious accident out of sight around the next bend. Fangio was not, however, using intuition; he was using perception, as he explained to me in 1955.

After the three stages of looking, seeing and observing, perception is the final and most specific stage. Fangio avoided joining the crash around the corner at Monaco in 1950, but not because he was intuitive at all. He observed that the watchers in the grandstand on his left as he entered the right hand bend were not looking towards him, but towards something out of his sight. He was the world champion, yet instead of faces he saw the backs of their heads and instantly perceived the reason.

Perception saved his life, just as it can all other drivers if only they could train their eyesight skills through the four essential stages.



*Dr Peter Russell,
Driver Education Research Foundation, Croydon*

This article was sent in by John Fort, one of our members, after it appeared in the magazine of the Preston & District Vintage Car Club.

Newsletter Contributions Welcomed

Contributions to the newsletter are always welcomed and appreciated. These can be submitted by any means, but e-mail submissions greatly ease final production.

Copy deadline is the last Friday of the month.

E.g. Friday, 27th January for the February issue.

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

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