



Newsletter ~ June 2016

St Helens Group of Advanced Motorists
Working to make our roads safer every day...



Chair's Remarks

Hello everybody and welcome to the June edition of the Newsletter.

Congratulations to Brian Funston, Stephen Copple, Anita Clift and Jonathan Dobson on their recent Test passes. Anita and Jonathan each received an IAM F1RST which is a fantastic achievement.

Welcome to all those who have joined our Spring Advanced Driver Course (see page 2).

Having been a member of the IAM for over 30 years, for much of this time the voluntary Group network felt like a 'bolt on' to the national, 'corporate', IAM. I think Groups felt on their own with little support from the centre. Great change has been occurring within the IAM over the last few years and this is still occurring at a pace. I believe this change is for the betterment of both the national body and the group network. There is a coming together of both. It is far from perfect at the moment but it's getting there.

Following the announcement in our April Newsletter and in the Spring Edition of the national Advanced Driving magazine about the re-branding of the IAM under the name **IAM RoadSmart**, the new national IAM website was

launched in April. I would encourage you to take a look at the new website which can be found at

www.iamroadsmart.com

In addition, at the end of May the St. Helens Group also launched a new website under the IAM RoadSmart branding. The web template was provided by IAM HQ and the website is also hosted by IAM HQ.

Our website address remains unchanged and is

www.shgam.org.uk

See page 4 of this Newsletter for more information about our new website. Keep a particular eye on the Events section which will let you know of upcoming events. It can be difficult to give early notice of events via our bi-monthly Newsletter.

On the 23rd May the Group's seven National Observers attended an IAM Regional event in Southport where we were shown a PowerPoint presentation delivered by IAM Regional Manager Toby Shaw and IAM Regional Quality Manager Peter Serhatlic. We, and several other Groups, were introduced to the new RoadSmart Advanced Driver programme which is being rolled out nationally to all Groups. The material has been tried and tested in

pilots across the country. Essentially it's a new Associate Training Programme that will be delivered by official IAM RoadSmart providers like the St. Helens Group.

Starting with our September 2016 Course, new Associates will receive an IAM RoadSmart Advanced Driver Course logbook and associated information direct from IAM HQ. This will bring to an end over 31 years of the Group providing its own Associate booklet for new recruits. The new Associate booklet is very professionally put together and over the coming weeks all the Group's Observers will be briefed about what is required for the delivery of the necessary driving assessments starting in September. I'll give you a summary of the new Associate programme in the August Newsletter.

I look forward to seeing you at our AGM on the 9th June. Please try to make it if you can. It should be a good evening. Well, that's it from me.

Good driving and good observing!

Mark Farnworth,
Group Chairman



St Helens Group
Celebrating
30+
Years

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Associate Coordinator's Corner

Congratulations to Brian Funston, Stephen Copple, Anita Clift and Jonathan Dobson on their recent Test Passes. Well done to Anita and Jonathon, who achieved the IAM First.

Welcome to Martin Brady, John Dickson, Ged Gornall, Mark Haslam, Nikki Mather and Adrian Whalley, who have joined the Group on the May Course.

As this is the first Newsletter following the end of the IAM Year, April 1st 2015 to March 31st 2016, it is an appropriate time to look at the Group's relevant statistics.

During the year, we generated 15 Tests with 12 Passes and 3 fails, which is a pass-rate of 80%. Since the Group began in 1985, we have

had 607 Test Passes and 52 Fails. This is a pass-rate of around 92% and is a testimony to the work done by Observers past and present over the last 31 years. We have also had an excellent start to the new IAM Year with three Test Passes including two IAM Firsts.

I hope our present Associates find those figures encouraging. I wish them every success as they work through the Course. It is important to attend each Sunday, if possible, but if you can't then please let me know and I will endeavour to arrange a midweek run for you. Remember, preparing for the IAM Test is not an activity for Sundays only - you must practise the skills you have learnt each time you drive. It is also important that you attend the Classroom Sessions. A

lot of work goes into these presentations and you are certain to learn a lot. There is also the Meet an Examiner Evening, when an IAM Examiner will explain all about the Test and how it is marked. There will also be an opportunity to ask the Examiner questions and, of course, he is the best person to answers questions on the details of the Test itself.

Once again, I wish you every success with the Course and the Test.

Alan Prescott
Associate Coordinator

Test Pass Certificate Presentations

Congratulations to the following who received their Advanced Driving Test Certificates from Group Chairman Mark Farnworth at the Spring Course Introduction Night on the 5th May.



Stephen Copple



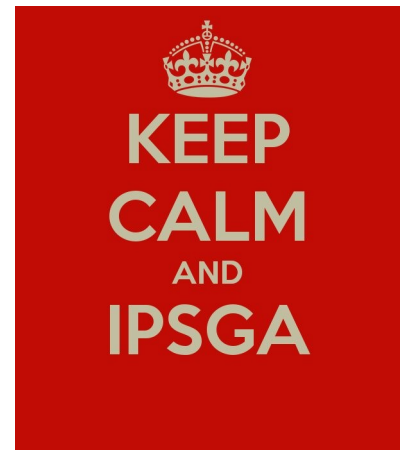
Brian Funston



Jonathan Dobson



Thomas Cunliffe



(graphic downloaded from twitter, originates from Peter Rodger, IAM Chief Examiner)



Spring 2016 IAM RoadSmart Advanced Driver Course

Course Programme – Starting May 2016

The Introduction and System Evenings will be held at 8pm at the ibis Styles hotel, Haydock and the Meet an Examiner Evening at the Millennium Centre, St. Helens Town Centre. For all Observed Runs, meet at the ibis hotel for 10.00am.

Introduction Evening

- Run 1 (Assessment drive)
- Run 2 (Observation, planning)
- Run 3 (Urban)

The System of Car Control

- Run 4 (Rural 1)
- Demonstration drive
- Run 5 (Major roads)
- Run 6 (Rural 2)

Meet an Examiner / Revision Night Q&A

- Run 7 (Mixed)
- Run 8 (Final polish)
- Consolidation run if waiting for test
- Consolidation run if waiting for test

Thursday 5th May

- Sunday 8th May
- Sunday 15th May
- Sunday 22nd May

Thursday 26th May

- Sunday 29th May
- Sunday 5th June
- Sunday 12th June
- Sunday 19th June

Monday 23rd June

- Sunday 26th June
- Sunday 3rd July
- Sunday 10th July
- Sunday 17th July

Congratulations to:

Brian Funston
 Stephen Copple
 Anita Clift
 Jonathan Dobson

on passing the
 Advanced Driving Test

Notice Board

Mersey "Dazzle Ferry" River Explorer Cruise and optional U-Boat Tour

Saturday 4th June
 Meet 1.40pm at the Pier Head Ferry Terminal for a 2pm sailing.

Adults will pay £10 at the Ferry terminal on the day (Concessions are £8.50) but if you buy the tickets online beforehand they will cost £9.00 and £7.50 instead

An hour for the cruise and a couple of hours for the U-Boat for those who are interested.

Observer meeting

Sunday 19th June

9:15am ibis hotel

A talk by Peter Serhatlic, IAM Regional Quality Manager.

(Normal Associate session to follow the talk)



If an Associate or an existing Member in a voluntary retest achieves a "1" rating in all of the Examiners assessment boxes then they will qualify for IAM F1RST.

So whether you've recently taken your Test or have been an IAM Member for a number of years, why not go for the ultimate IAM challenge?

End of Paper Newsletter?

Over the last few years an increasing number of Members have been receiving a bi-monthly email from me with a link to a newly posted Newsletter on the Group's web site.

Now only a dozen or so Members receive a paper copy of the Newsletter.

To these Members I'd like to say that I'm considering ending the printing and posting of a paper Newsletter at the end of 2016. I'd like to hear your views about this so please get in touch.

Technology moves on and web-based Newsletters are easier to put together and less costly to produce compared with paper copies. This will save both time and money for the Group.

Mark Farnworth
 Newsletter Editor

Meet an Examiner Evening

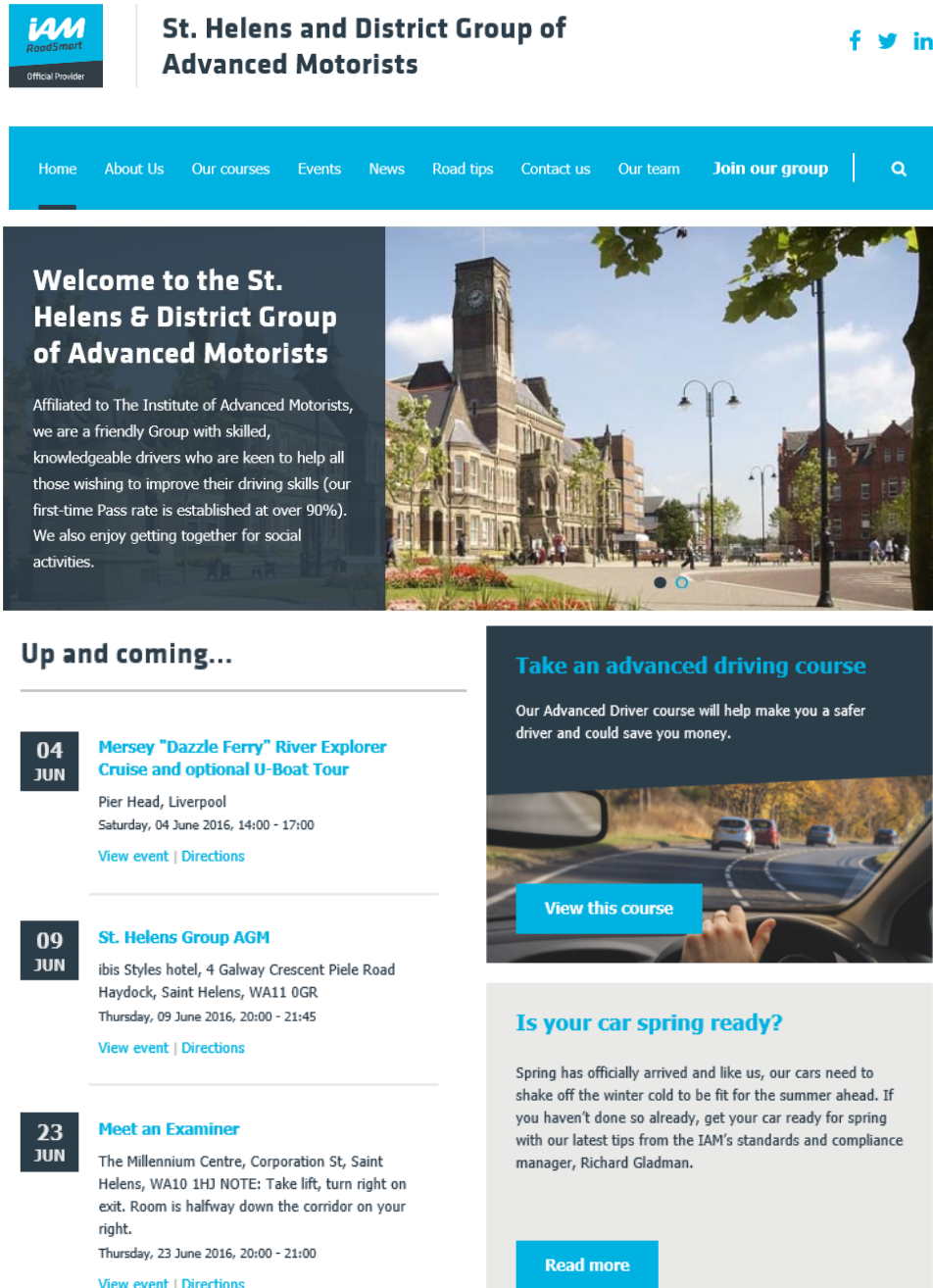
Thursday 23rd June
 Millennium Centre, St. Helens

IAM Examiner Jeff Mather will be in attendance.

Associates - bring some questions!



Launch of new St. Helens Group website, www.shgam.org.uk



Check out the Group's new IAM RoadSmart branded website.

IAM HQ has produced the web template for Group use. The site will be of value to both existing members and those considering doing our Advanced Driver Course.

Most of the Group's information can be found by Clicking the **About Us** tab on the blue

menu bar at the top of the Home page. Clicking on the sub-page **Group Information** then takes us to a page containing eight boxes (called pods) that will take you to Newsletters, SHGAM driving tips and other information. At the bottom of this page are photographs of Group events.

Future Group events are shown at the bottom of the Home page and

can also be accessed via the **Events** tab on the menu bar.

The Course programme and other information about our courses can be found by clicking the **Our Courses** tab on the menu and St. Helens Group and National IAM news can be found by clicking the **News** tab on the menu bar.

Mark Farnworth, Group Chairman



NORTH WEST Air Ambulance



For over 15 years the North West Air Ambulance Charity has provided the rapid pre-hospital care needed to make a life changing difference. We operate three helicopters, flying 365 days a year with doctors and paramedics on board providing emergency medical treatment when time is critical.

Anyone, of any age, anywhere may one day need our care. Because we can avoid problems of distance and congestion, we're never further than 10 minutes to the nearest hospital in the region. However, it is the speed in which we can travel to the region's specialist trauma hospitals that can make a life changing difference. Trauma patients need to receive treatment quickly in order to prevent death or long-term disability.

Rapid pre-hospital care

In the cases of major trauma, minutes can make a difference in terms of survival and early recovery. Working closely with the North West Ambulance Service, our advanced trauma team of doctors and paramedics can provide effective treatment within the vital minutes after an injury or severe illness. This often requires our doctors and paramedics to stabilise a patient's condition, undertaking an initial assessment and often delivering early lifesaving treatment. Information then can be fed directly to the designated trauma hospital, saving seconds when you or a loved one need it the most.

Location

Whether flying to the North West's

busy motorways, remote countryside or city centres, we cover 5,500 square miles and provide an urgent lifesaving service to the 8 million people of the North West and its visitors each year.

How do we raise the money?

You never know when you will need us, but we are calling on you to help us today. As a charity reliant on the generosity of people like you to keep our helicopters flying, we require vital funds each day just to continue to reach those that most need our service.

Why do we use helicopters?

Our helicopters transport the medical expertise necessary to people whose injuries or life threatening condition require specialist treatment and care. Where every second is vital, whether a person has suffered a spinal injury and is stranded in a remote location or has been injured in a road traffic accident, it is the adaptability, speed and agility that our helicopters can provide that makes the difference.

Our helicopters are medically modified to provide our doctors and paramedics the lifesaving equipment needed to serve the 8 million people of the North West and its visitors, 365 days a year.

Flying at speeds of up to 150mph we can give the gift of time, saving the vital minutes needed to make a difference to a precious life. With a highly manoeuvrable, aero-dynamic fuselage, the compact design of our helicopters enables us to provide

vital care and assistance to people who may have previously been considered inaccessible by road or by foot. Each of our helicopters are kitted out with the most advanced life-saving equipment, giving the patient the very best chance of survival.

The medical equipment on-board includes:

- ventilation unit,
- suction unit,
- vacuum mattress,
- state-of-the art patient monitor and defibrillator

These features enable us to provide the very best response to those that require us, offering the capacity to transport our specialist crews, patient and medical equipment needed.

Please support the vital work of the North West Air Ambulance. A representative of the NWAA, Sarah Horne is the guest speaker at our AGM on the 9th June. Please make every effort to attend. There will be a raffle and prizes to raise money for the NWAA.

Group Annual Dinner

On Friday 20th May the Group's Annual Dinner was held at the Houghwood Golf Club, Crank, Billinge. 17 members/family attended. A good time was had by all: good food, a nice ambience and good company.





Commercially available DVD Resources

Ultimate Driving Craft (DVD 100 minutes): Chris Gilbert has a relaxed teaching style which is very suitable for a DVD audience. The DVD covers many advanced driving techniques throughout the range of driving environments (urban, rural, motorways, bad weather, progressive etc.) with an initial emphasis on the benefit and development of commentary as a method of driving "self development". The DVD instruction is given in the form of an Instructor's style of commentary which Chris delivers in a very listenable manner.

Advanced Roadcraft (DVD – 68 minutes): This DVD features general skills and techniques for driving safely and progressively in the range of road environment and includes tips for driving at night. The techniques and skills presented cover much of the syllabus of the Police Roadcraft Manual including a section including demonstration of safe overtaking, a twenty minute

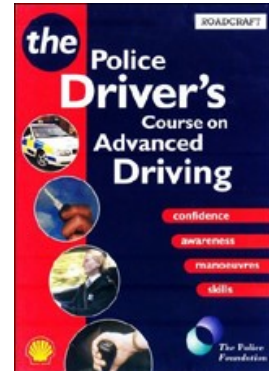
demonstration of advanced driving through busy city traffic and a section on motorway driving.

Commentary Driving (DVD- 75 Minutes): This programme presents the development and expert examples of driving commentary. The programme features 3 commentary sections.

Roadcraft - The Police Driver's Course on Advanced Driving
Rather than being purely instructional this DVD follows police candidates on an advanced driving course run at the Metropolitan Police Motor Driving School, Hendon.

The DVD complements "Roadcraft: The Police Drivers Handbook" by showing the instructors coaching the candidate through advanced driving techniques and particularly the System of Car control. The course includes the range of driving situations covered by the Group

and additionally includes sections on night driving and skid pan training.



Contact Phil Sharples on
01744 29886 or
philetsan187@gmail.com

Courses and Discounts

Young Driver Group discount

Due to a generous donation to the Group, we are able, **subject to funding availability**, to offer the following discounts to younger drivers who fall into the following age ranges at the start of the course.

Age 26 to 35

Skill for Life Course is initially reduced to only £124 (£25 discount). After completing the Course and taking the Test a generous £35 refund is paid (irrespective of outcome) making the course only £89

Age up to 25

Skill for Life Course is initially reduced to only £109 (£40 discount). After completing the Course and taking the Test a generous £50 refund is paid (irrespective of outcome). Phone Julie Brown on 07814 415559 (after 6pm).

IAM Young Drivers Assessment

Momentum is designed for 17-25 year olds who have passed their driving test, and incorporates two modules: an interactive online assessment, followed by an on-road session with an IAM examiner. *Momentum* does not involve an exam and there is no risk of failure; it offers a quick, low-cost option for improving the confidence, awareness and safety of younger drivers.

Momentum costs £45, a sum that will be taken off the full Skill for Life programme if purchased within 12 months of the *Momentum* assessment. *Skill for Life* will develop on feedback from the *Momentum* assessment and will help drivers to safely predict hazards, anticipate other drivers' behaviour and more accurately assess road and traffic conditions.

Employer sponsorship

If you drive, even very occasionally, for an employer they may be a source of sponsorship for the SfL. This is particularly relevant for small to medium organisations without a vehicle fleet that rely on employees to use their own or company vehicle on company business.

Health and safety legislation places a responsibility on employers to assess risk and provide suitable measures such as training to minimise such risks. So if you are considering further driver training and your employer requires you to make occasional deliveries, go for the post, pick up visitors or visit customers then you could ask your employer for help to cover all or part of the cost.

The sponsorship you gain, however, is a matter between you and your employer.



**You are cordially invited to the
St Helens Group of Advanced Motorists
Annual General Meeting**

**to be held on Thursday 9th June 2016
8pm at the ibis Styles Hotel, Haydock, St. Helens**

**Guest Speaker:
Mr. David Collins,
North West Air Ambulance**

Prompt start! *Bring a friend!*

NOMINATION FOR 2016/2017 ST HELENS GROUP COMMITTEE

I _____ (full name in capitals)
_____ (signature)

wish to be elected to the following position:-

*Chairman *Vice-Chairman *Secretary

*Treasurer *General Committee. Member *Other (specify)

**delete as appropriate*

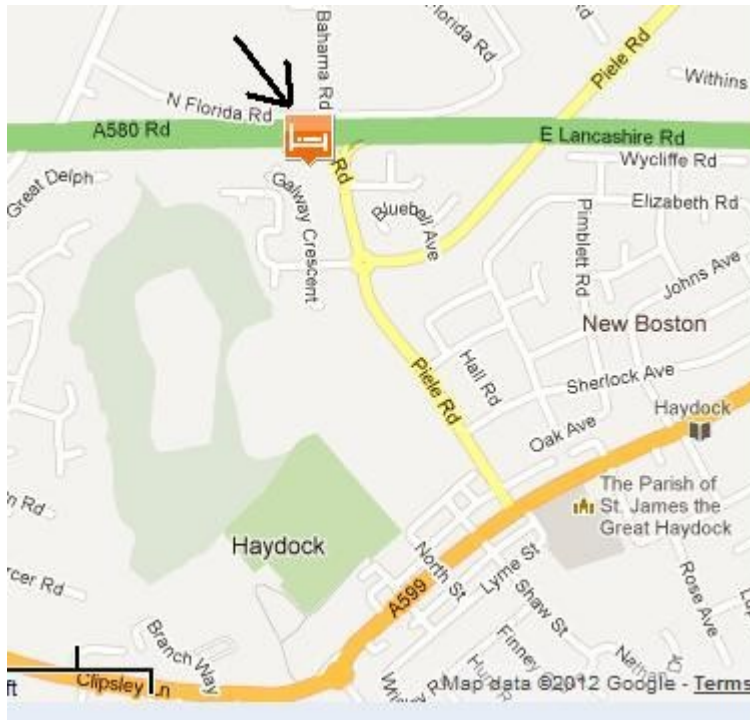
Proposer (full name in capitals) **Seconder** (full name in capitals)

_____ (signature) _____



Group Annual General Meeting

ibis Styles Hotel, 4 Galway Crescent Piele Road Haydock, St. Helens WA11 0GR



NOMINATION FOR 2016/2017 ST HELENS GROUP COMMITTEE

N.B. The Nominee, Proposer and Secunder must be **full** members of the St Helens Group.

Nominations **must** be **submitted** to the Group Secretary, Mr John Matthews, by **Thursday 26th May 2016**

Please e-mail John to register your Nomination
secretary@shgam.org.uk

or call the Group Chairman, Mark Farnworth
on 07929 978788

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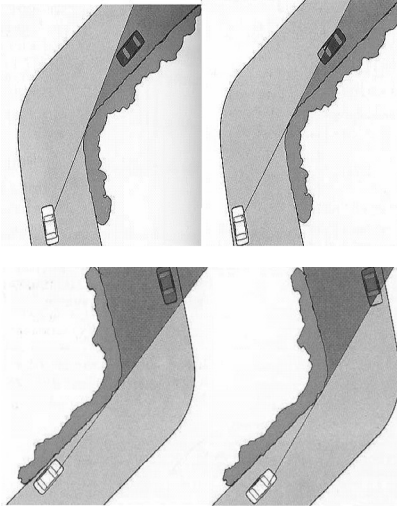
Driving Tips

Country Driving

Driving in country areas is perhaps the most demanding of all driving since speeds are generally high and there can be a hazard around almost every bend. Observation needs to be particularly good and is the key element in the gathering of **INFORMATION**. You need to repeatedly look as far ahead as you can - to see bends looming up in the distance, to see changes of speed limit signs, to see pedestrians, horses, tractors, side roads etc. A good knowledge of 'observation links' will make your planning a lot easier. An 'observation link' is making an association between what you can see and what you can reasonably expect to happen as a consequence. If you see houses in the distance then expect a reduced speed limit. If the road has a line of trees down one side and the line curves in the distance, you know a bend is approaching. If you see a church in the distance then expect parked vehicles or pedestrians anytime (particularly on Sunday mornings).

POSITION yourself for left hand bends towards the right hand side of your lane on the approach - but don't drive on or over the white centre line. Positioning in this way will give you an early view of any danger at or beyond the bend. However, don't position in this way if there is oncoming traffic (move back to the centre of your lane for safety) or if you might wrongly give the driver behind the impression that you intend to turn right at or beyond the bend. For right hand bends position towards the left of your lane for improved observation but only if there are no nearside hazards such as cyclists or pools of water. Never position yourself so far to the left that you drive over debris in the gutter along the road-side.

As you approach a bend consider whether you will need to reduce your **SPEED** in order to negotiate it safely. Don't immediately think of reducing speed by using the brakes. You may be able to lose all your unwanted speed by deceleration only. If you see SLOW written on the ground before a bend it is going to be tighter than normal so select a lower, 'responsive', gear. If there are 'sharp deviation' chevrons it's going to be even tighter. A responsive gear is a gear that



provides good engine braking if need be or good acceleration. If the road is level and you know your speed is correct for the bend then take your foot off the brake and change to the **GEAR** (if necessary) that is most appropriate for your speed. Remember, hand off steering wheel to change gear as your foot comes off the brake.

In the photograph below we can see 'SLOW' written on the road and chevrons on the bend ahead. There is a side road on the bend and looking over the hedges we can see farm buildings after the bend.

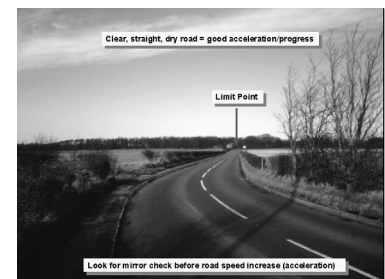


The bend looks tight so we would probably take second gear for the bend and use the mirrors before any reduction of speed. There may be a farm entrance after the bend so we would moderate our acceleration just after the bend and then accelerate normally if it is safe and legal to do so.

You are now almost to the bend - your position and speed are correct and you are in a responsive **GEAR**. If your timing has been correct you should have a few seconds to return your left hand to the steering wheel (assuming you changed gear)

and prepare yourself to steer into the bend. Use your accelerator pedal to 'drive' through the bend at a constant speed. Do not increase your speed through the bend since this will make your car less stable on the road. As the view of the road beyond the bend progressively improves then **ACCELERATE** away from the bend provided there are no hazards ahead or a reduced speed limit area.

In the photograph below we are coming out of a bend. Visibility is very good and the road is dry and clear. Good acceleration/progress could be made on this section of road. Remember to check your mirrors before increasing speed (a motorbike rider travelling behind may want to go for an overtake!).



Bends – the factors to consider

- Check your mirrors before reducing speed for the bend.
- Have you positioned for observation or safety as appropriate?
- Have you removed your foot from the brake before selecting a lower gear?
- Can you hear engine braking after the gear is selected? [you should not]
- Were the brakes applied a second time after the gear was selected? [ideally, you should not!]
- Does the car feel stable as it goes through the bend?
- Check your mirrors before accelerating away from the bend.
- Is the amount of acceleration correct taking into account of what is ahead?
- Successful Advanced Driving in Rural areas requires a continual application of the System.

**Mark Farnworth,
National Observer**



COMMITTEE MEMBERS & CONTACT DETAILS

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Lady Kirsty Pilkington

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Mark Farnworth

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DISCLAIMER

The contents of this Newsletter are purely the views of the members and do not necessarily constitute the views of the IAM or the St Helens Group.

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Articles for the Newsletter should be submitted no later than the 15th of the month prior to the month of inclusion.

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