



Newsletter ~ October 2011

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



Chair's Remarks

Hello everybody, and welcome to the October edition of the Newsletter. Welcome also to the new Associate members who joined the September Course. I am sure that you will enjoy the Course and your commitment will be rewarded by an Advanced Driving Test Pass.

As we move into October the evenings are getting darker so now is the time to check all the bulbs on the car and ensure that your car is in tip-top condition prior to the winter setting in.

Your Committee has been working hard behind the scenes both on the recruitment side and in raising public awareness of what we are about.

Thanks goes to John Plumb who has taken on the additional role of 'Group Contact' - point of contact for those enquiring about joining the Group. Word of mouth is always the best method for getting new members so please be alert to any family members, work colleagues or anyone else you come into contact with, who you think would benefit from doing one of our Courses.

We are particularly keen to recruit young drivers since statistics show that they are the most vulnerable age group. We still have funding in place to offer our courses for only £49 to drivers under 35 years of age. In these difficult economic times the Committee has to work hard to recruit candidates and we need all the help we can.

By the time you read this Newsletter, Val Blackburn will have joined or would be very near to joining the Committee. Val only recently passed the Advanced Driving Test and yet she is prepared to support the Group by joining the Committee and also training to be an Observer! Thank you, Val.

It was nice to hear from Val O'Hanlon, our previous Group Chair. An update about her move to the South can be seen on page 5.

I have to report at this time that that another house move is afoot! Rona Houlton, our very capable Secretary and Treasurer, is moving to Yorkshire over the next few months to be closer to her own family. Rona's

departure will be another significant loss for the Group, but I'm sure you'll join me in wishing Rona a trouble-free move.

Thus, we continue to look for new Committee members.

On page 7, I've done a write-up of the recent Treasure Hunt. Marilyn Waugh and I organised this and it was good to see that the event was well supported. Thanks to all those who participated and also to those who e-mailed me to say that you couldn't attend. If you've not done a 'Treasure Hunt' before, you don't quite know what you are letting yourselves in for so there can be a reluctance to participate. However, there is nothing to fear and it's usually a good, fun day out. Sometimes, as proved on this occasion, it can be hilarious! I've outlined in some detail on page 7 just how they operate to try and tempt you to have a go next time!

Well, that's it for now. Happy and Safe Motoring.

Mark Farnworth,
Group Chairman

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Treasurer's Report

Hello All,

I'm sure you will all be delighted to know that the Group has recently received a cheque from HMC&R for £363.77p. The total comprises of our Gift Aid repayment and VAT which had been paid on items purchased by the Group. Our thanks go once again to the many members who have Gift Aided their

membership. This refund really is a great boost to our coffers. If you haven't Gift Aided your membership but wish to do so, please contact me for the form.

At probably the half point of the financial year I am pleased to say that our account appears to be in a healthy state.

I am delighted to let you know that we still have funding left to subsidise the Under 35's; the cost of the course for them is a bargain price of £49.00. An excellent Christmas present for the young driver who has everything!

Rona Houlton
Group Treasurer

Secretary's Report

I'm sure you'll all be very pleased to hear that following her recent accident Sue Hunt is mobile once again. She drove to and attended the Introductory Evening for new Associates on September 8th. It will be good to have her back in action again and I'm sure everyone wishes her a continued and speedy

recovery.

No news from members about 'big' anniversaries, birthdays etc. If you have any celebrations in the near future or are recovering from illness/surgery please let me know so that I can pass it on to Mark for inclusion in the Newsletter.

The number of members receiving electronic Newsletters has again increased – many thanks to those members; should anyone reading this like to opt for this method of Newsletter please let Mark know.

Rona Houlton
Group Secretary

Associate Coordinator's Corner

Congratulations to Val Blackburn on her recent Test Pass!

Welcome to John Matthews, Neil Taylor, David Richards and Aileen Scott, who have recently joined the Group.

As Associate Co-ordinator, I would like to wish all our Associates every success as they work their way through the Course.

Sunday morning attendance is, of course, very important. Although we try to arrange a midweek run if someone really can't attend, these cannot always be guaranteed and should be regarded as the exception rather than the rule.

Classroom sessions are also important. Please make every effort to attend as a lot of work goes into the preparation of these evenings.

By now you should be aware that Advanced Driving is something you should practise every time you drive; it can never be a Sunday-morning-only activity!

Always make sure you understand what has been written in your booklet so that you can work on that advice during the week. If you are unsure about anything, then please ask.

The Demonstration Drive is also a good time to ask questions. Your Demo Driver will explain everything that he or she is doing and will also give you a demonstration commentary.

To put your mind at ease regarding the IAM Test itself we have, as you will have noted, arranged a 'Meet the Examiner' Evening.

The Examiner taking that evening may or may not be the Examiner who takes you for Test, but that doesn't matter as all Examiners Test to the same standard.

The Examiner will explain what the Test is about and how it is marked. However, if your Test Drive can be described as safe, smooth, systematic and progressive, you should pass.



I hope you are all enjoying the Course but if you do have any problems, let me know.

Alan Prescott
Associate Coordinator



Autumn 2011 Course Programme

Course Programme – Starting September 2011

All Thursday evening meetings held at the Deafness Resource Centre at 8pm, unless otherwise stated.

Introductory evening

- Run 1
- Run 2
- Run 3

The System of Car Control

- Run 4
- Demo drive
- Run 5
- Run 6

Revision Night (Millennium Centre)

- Run 7

Meet The Examiner (Millennium Centre)

- Run 8
- Consolidation run or another demo
- Consolidation run if waiting for test

Thursday 8th Sept 2011

- Sunday 11th Sept 2011
- Sunday 18th Sept 2011
- Sunday 15th Sept 2011

Thursday 29th Sept 2011

- Sunday 2nd Oct 2011
- Sunday 9th Oct 2011
- Sunday 16th Oct 2011
- Sunday 23rd Oct 2011

Thursday 27th Oct 2011

- Sunday 30th Oct 2011

Thursday 3rd Nov 2011

- Sunday 6th Nov 2011
- Sunday 13th Nov 2011
- Sunday 20th Nov 2011

Congratulations



Valerie Blackburn receives her IAM Advanced Test Pass Certificate from Group Vice-Chairman Jim Cunliffe during the Introductory evening for the September Course, held at the Deafness Resource Centre on Thursday 8th September.

Notice Board

North West Museum of Road Transport

**Saturday 29th October
- Pumpkin Party**

Family fun 'Halloween' event with all our usual fun and frolics! Come down and join in the fun in fancy dress and ride our 'creepy' Halloween ghost bus. Refreshments will be available. Museum open from 6.00pm till 8.00pm. Bookings for this event are available from the beginning of October

Please note that this is not a Group organised event.

Rona Houlton, Secretary

RoadCraft

The Group has some old stock of RoadCraft, the Police Driver's manual, a must to have book for those who want an in-depth understanding of the System of Car Control. The price is only £12.50 per copy instead of £14.99 which is the new price.

Contact Jim Cunliffe if you would like a copy

'Social Items'

I would be very happy to hear if any members are celebrating special event eg. Golden/silver wedding anniversaries, big birthdays or the arrival of great grandchildren. If you wish to share these special occasions with us please let me know. Thanks

Rona Houlton, Secretary

Promotional Help Required

We have 'business cards', leaflets and posters available for members to use to help raise awareness of the Group's activities. Let me know if you would like any of the above.

Mark Farnworth, Chairman



IAM News Releases:

Slippery when wet 22nd September 2011

Road safety charity the IAM is offering weekly motoring tips from Britain's top advanced driver, Peter Rodger. This week he offers simple tips on maintaining your car during the autumn period.

- Clear out plenum chambers – the tray-like area under the bonnet, below the windscreen. This can fill up with water when it gets blocked with leaves. This water can seep into the car's electrics, causing expensive and potentially dangerous damage.

- A patch of wet leaves can be as dangerous as hitting standing water; take care and reduce your speed before driving onto them.

- In cold weather, clear windcreens of condensation or ice before setting off. Always give yourself extra time, to ensure visibility is at an optimum before starting your journey.

- Make sure your wiper blades are in good condition. If they squeak as they wipe, they probably need replacing, and always make sure they are turned off before starting the ignition to save the blades and the risk of a blown motor fuse when the first frost hits.

- Autumn can also take its toll on car batteries – keep the top of the battery clean and dry and make sure the terminals are tight and free from corrosion.

- If a battery is more than three years old, check it now; you might save yourself many a frustrating start to a morning.

Rodger said: "Bear in mind that leaves can be slippery, especially when wet. Avoid hard acceleration or braking as it can cause skidding. And be aware that there may be a

dip, pothole or other road hazard hiding under those leaves covering the road."

Winter tyres—wheelie or won't he?

9th September 2011

The IAM is advising motorists planning to fit winter tyres to order them now to beat the rush. In countries where severe winters are guaranteed, it is quite normal for drivers to switch to winter tyres. This is becoming more common in the UK because of harsh winters over the last two years.

Winter tyres have a different tread pattern to give better grip on snow and ice and have a snowflake on a mountain as a symbol on the sidewall. The symbol indicates that they use winter grade rubber which stays flexible and maintains grip to well below freezing. The rubber used on standard tyres hardens as the temperature drops.

Winter tyres are not suitable for all year round – regular tyres give better performance when temperatures are higher and roads dry – but they do make sense for drivers living in more remote areas where winter conditions are likely to be more severe for longer or for those who feel they have to travel no matter what the weather.

An alternative to changing tyres is to carry snow chains or snow socks to fit when the snow gets deep. Snow socks are made of a strong fabric which grips snow – they stretch to fit over the tyre. Either of these can be used with standard tyres and they fit quite easily into a corner of the boot, or garage in summer.

Do not be tempted to reduce pressure to increase grip. Tyres with low pressure do not have any more grip and are prone to overheating and blowouts.

Sky high costs create road safety hazard for drivers

5th September 2011

The IAM is calling on insurance companies to overhaul their systems for calculating prices for young drivers, after finding that a search for car insurance quotes for an average 17 year old driver revealed the cheapest annual premium to be £7,091.38. The top price quoted was just over £9700.

This particular search - made on a popular price comparison site - was for the fictional 'Tom Stevens', with a date of birth of the 03/03/1994. He has held a full licence for one month, and was requesting insurance on a 2007 1.1l Kia Picanto. He lives in the London Borough of Richmond and claimed the car would be parked on the road. He has no previous claims or convictions and is in full-time education with a part-time job, and requested cover just for 'social'.

Once Tom had been driving for a year, his cheapest quote dropped to £2528.55, on an otherwise like-for-like basis. IAM director of policy and research Neil Greig said: "Young drivers can only learn safer driving by practising it, but huge insurance premiums risk pricing them off the road.

"When an insurance premium is matching university tuition fees, innovative thinking is needed to reward the safest young drivers or spread the cost in a more manageable way.

"Many young people will need a car to get to work and there are serious implications to the economy of young people who are unable to afford to drive, and to road safety if drivers simply choose to forgo insurance."



From our foreign correspondent

I have to thank you for all the kind words written in the August Newsletter, your good wishes and particularly the garden vouchers which I will look forward to spending on our new garden.

We arrived down here in Hedge End [Southampton] on Friday 1st July. By the next Friday we were having our lounge ceiling pulled down and replaced. This was followed on the Monday by the electricians to do a full re-wire and the plasterer to re-plaster all the rooms. We have been sleeping on li-los and having our meals on a camping table. We have had a procession of different tradesmen helping us to spend our money but I have to say that they have all been helpful and co-operative.

Our next door neighbours are delightful and have spoiled us with cakes and pies every week since we arrived. I don't know why Hedge End is so called but we have our own hedge round the garden which was so high we didn't need curtains which was just as well as we didn't have any! We have started taking out the hedges at the front of the house so we can see out. We are looking forward to spending the vouchers to buy some new shrubs which won't grow to 12 foot high.

I haven't done a great deal of driving in the area so far. In the main it has just been to Wickes and B&Q (on Wednesdays). The traffic seems more frantic down here but perhaps it is because we are just finding our way around. The advanced driver training has stood me in good stead.

If you are not in the correct lane down here you get eaten alive! I haven't made contact with the local IAM group yet but I will be sure to tell them that I have come from an excellent group 'oop north'.

I wish you all well in the future and I will read the Newsletter with great interest to see how you are all doing.

**All the very best,
Val O'Hanlon**

Editor's Note:

Thanks Val for letting us know how you are doing. It seems to have been very hectic. We look forward to further updates. Take care.

Congratulations

Sue Hunt has been awarded an IAM Certificate of Appreciation for ten years service to the Group.

The Certificate was presented by Mark Farnworth at the Stretton Fox, prior to the delicious meal following the Treasure Hunt event.



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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.

Please email articles directly to Mark.

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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

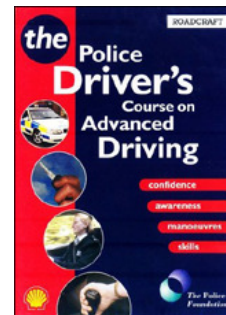
cover much of the syllabus of the Police Roadcraft Manual including a section including demonstration of safe overtaking, a twenty minute demonstration of advanced driving through busy city traffic and a section on motorway driving.

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 Advance 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 candidates 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 John on 0151 289 3798 or johnplumb@shgam.org.uk



Courses and Discounts

Young Driver Group discount

Our Group very much wants to encourage younger drivers to develop their driving skills. With this in mind, and due to a generous donation to the Group, we are able to offer the following discounts to drivers who are under the age of 35 at the start of a Course. The Skill for Life Course is reduced by £40 to only £99. After completing the course and taking the Advanced Driving Test a generous £50 refund is paid.

If that driver then introduces a friend who enrolls onto, completes the Course and takes the Advanced Driving Test, a £10 referral bonus is paid to the first driver. In all you could save £100! It is only available through the Group so phone John Plumb today on 0151 289 3798.

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 £40, 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.



Treasure Hunt—Report

On Saturday 17th September a dozen or so of our members, Families and friends participated in the Group's long awaited (!) Treasure Hunt. The morning was initially dry and there was a sense of anticipation (or was it dread) as everyone gathered on the car park at Burtonwood Service Area on the M62.

In true competition style the rules were explained, a question sheet provided and cars dispatched at 8 minutes intervals (to avoid everyone doing 'follow my leader').

The team names were certainly unusual (shown below). For future events we'll need to let everyone know in advance that we need team names so they can do some prior thinking!

My wife, Nicky, and I then headed to the final destination, which was the Stretton Fox near junction 10 of the M56. Marilyn and husband Ronnie joined us as we waited with baited breath for everyone to arrive.

Thankfully, everyone did arrive and we all sat down to a nice meal in good company as we discussed the morning's events. Everyone said they had enjoyed the experience.

The winner of the event was Ken Nevitt and family (**God knows**). Sue Hunt and daughter Jenny (**Pink Peril**) took second place. Tom Fields and Kerry (**Team Special**) took third and Linda and Steve (**Botch it and scarper**) were fourth.

The event route took the participants to Frodsham Hill via Runcorn bridge and then to the Anderton Boat Lift and Lion Salt Works near Northwich before heading North to the Stretton Fox.

Those who didn't participate missed

a really good event! Could you have figured out the route from the following clues?

- Head south to a bridge not too far where a river and sea join forces. After you leave the bridge you are on a road to the South.

- Head now to the high ground that once stood guard over our land. Think really big. As you search for it the Sun may be in your eyes. Aim for a village with the same name as the nearby high hill (Frogs don't live here!).

- Turn right at the swing bridge. Turn left at the traffic lights and follow the signs to Forest Hills Hotel and Lady Heyes.

- Head now to another village – the male equivalent of Queensley.

- Your challenge now is to head to the BOEFSUPO Boat Lift where A=Z, B=A, C=B etc.

- Head south now towards a 'Northern' town. Speak out the word "which".

- Head to the place where the big cat works hard to put salt on our tables. Stop outside of its place of work. Get onto the A559 and head for the motorway.

Your journey is now almost complete. When you get to the motorway junction take the 4th exit (the one before its eastward arm). Refreshments are served in a hotel having the same name as the area you are now in.

In addition to these 'route' instructions there were a dozen or so 'observational' questions of things that could be seen along the roadside; some to verify that the locations had been visited. Sealed envelopes containing directions were provided for any who got stuck!

Treasure Hunt Photo Gallery





Driving Tips by Mark

Applying The System of Car Control

The 'System' is a systematic method of driving which, if used correctly, will substantially reduce the risk of a driver being the cause of an accident. There are five phases of the System which must be considered on the approach to any hazard. **Information, Position, Speed, Gear, Acceleration** The Information phase overlaps every other phase of the System.

A hazard can be the presence and / or movement of any vehicle or pedestrian, a road feature such as a roundabout or a climatic feature such as a sudden downpour of rain.

Take information by looking at traffic signs and looking at the position and movement of vehicles and pedestrians. Be aware of observation links i.e. the hazards associated with what can be seen e.g. parked vehicles, a pedestrian flagging a taxi, a garage forecourt, a pedestrian walking to the front of a bus or roadside telephone poles formed into a curved line in the distance. Use your mirrors at any point in the System but particularly before changing position, before slowing or after changing gear i.e. a final check behind before the hazard is reached.

Use the information you have gathered by making a plan to deal with the identified hazards and making contingency plans for dealing with the unexpected e.g. car doors opening, a taxi suddenly stopping, a car shooting out of a roadside garage, a bus suddenly stopping or a car coming fast out of a bend ahead.

Give information to other road users e.g. using your indicators to inform them that you are going to change position, using your horn or flashing your headlights to let them know of your presence. Position

your vehicle to re-enforce any other form of signal.

Position yourself so that you can pass hazards safely and smoothly. Give a good clearance when passing parked vehicles, cyclists or when overtaking moving vehicles. Follow the advice given in the Highway Code for positioning on the approach to roundabouts. Position yourself when approaching bends in national speed limit areas so as to maximise your view of the road ahead-taking account of oncoming / following vehicles and near-side hazards. Good observation will allow you to make the most effective use of available (legal) road space e.g. taking a clear lane at traffic lights on a dual carriageway. Good positioning allows smooth progress.

Speed: Obtain a safe speed to negotiate the hazard. Reduce speed, if need be, by either easing the pressure on the accelerator pedal (deceleration) or by braking. Whatever method is used it is essential to lose speed smoothly.

Gear: Once you have the correct speed for the hazard, engage the correct gear for that speed. The aim, almost all of the time, is to have a clean separation between braking and changing gear i.e. no overlapping. Slight overlapping when going downhill into a corner or a bend is acceptable PROVIDED you do the gear change when most of the braking has already been done.

Acceleration: Consider accelerating away from the hazard after taking account of your speed, the speed limit and the position / movement of other road users. The accelerator pedal is NOT an on / off switch to be suddenly pressed to the floor when a hazard has been negotiated. Use the pedal smoothly.

Commentary

The dreaded commentary is enough to make an Associate's hair curl and their palms sweat. Some potential Test candidates feel that this is a vital part of the Test. It isn't. In fact, it isn't even compulsory! A good commentary can never make up for bad driving but in a border line situation between a test pass or fail, a commentary could help.

A commentary should be given in a systematic way. A good way to start is to say where you are, where you are going and the route, what the weather is like and the state of the road. This 'opening' sets the scene for the Examiner but more importantly, it gets you talking. Be sensible however. Don't start talking about the weather if there is a hazard ahead that needs to be dealt with-and talked about.

Structure your commentary, perhaps breaking the road up into three areas: far distance, middle distance and behind. Far distance features could be roundabouts, traffic lights, or hill crests. The middle distance could be parked vehicles, pedestrians or side roads. Frequent mirror checks would enable you to comment on what is behind. A far distance feature soon becomes middle distance and then behind.

There is no need for complicated language. If you want to say "on the left" instead of "nearside" or "cars" instead of "vehicular traffic" then do so.

Remember, *practise makes perfect.*



Driving Tips - continued

Applying the 'System' to Roundabouts

Let us suppose that you are on a dual carriageway approaching a roundabout 400m away. You are currently in the left lane and you intend to turn right at the roundabout.

Information: -Take- You see the roundabout and its triangular warning signs in the distance. There are no vehicles between you and the roundabout but you see vehicles on the roundabout. Mirror check. There are two vehicles behind, both in the left lane. **-Use-** You know that you have to change to the right lane and that you will need to signal to change lane and then to signal continuously on the approach and through the roundabout (the standard Highway Code procedure for turning right at a roundabout) **-Give-** After checking your mirrors you signal right to the vehicles behind.

Position: The right signal remains on for a few seconds and then gradually you move to the right hand lane (Information-Use/Give). When the manoeuvre is complete you cancel the signal. After a few more seconds the right signal is re-applied to confirm to the drivers behind that you intend to turn right at the roundabout.

Information: The speed and position of the vehicles behind are monitored as you approach the roundabout. An assessment is made of the movement of vehicles on the roundabout and those approaching it from the right and left. You look over the roundabout to see, if possible, vehicles approaching it from the opposite direction (Information-Take).

Speed: As you approach the roundabout you begin to brake and lose speed smoothly and progressively (Information-Give). Before

you start braking you check your mirrors (Information-Take). You aim to time your approach to the roundabout so as to 'slot in' to the flow of traffic using it (Information-Use).

Gear: You commit yourself to a gear change when you know that you will be able to enter the roundabout. If you have to 'hold-back' you will brake more and so your approach speed will be less. The more you need to hold back the lower is your approach speed and the lower will be the gear selected when the roundabout is clear for entry. The extreme case is when you have to stop at the Give Way line, in which case you select 1st gear for entry. The approach procedure is a continuous re-assessment of the speed and position of vehicles using the roundabout (Taking and Using Information).

The selected gear should take you through the roundabout without a further need to change gear. However, selection of a higher gear on the roundabout may be necessary, particularly if the entry gear was 1st or 2nd. Changing gear should be carried out when the steering is constant (simultaneous movement of the steering wheel with gear changing must be avoided). On entry to the roundabout, you move to the inside (right) lane and remain there (signalling right throughout) until the exit before the one you wish to take.

A mirror check and a look over your left shoulder lets you know what is behind and what is in your mirror blind spot. (Information-Take).

You signal left to inform vehicles behind or those waiting to join the roundabout, of your intention (Information-Give) You change to the outside (left) lane and leave at your exit.

Acceleration: The gear used on the roundabout is used to increase speed away from the roundabout. As you exit, you look out for a change of speed limit or for approaching hazards (Information-Take) which may require you to moderate your speed (Information Use/Give).

Mark Farnworth
Senior Observer

Mini-Roundabouts

Approach these as you would a normal roundabout but remember there is less space and time to signal and manoeuvre. There will be occasions when it is difficult to signal left when leaving a mini-roundabout. You should give way to vehicles coming towards you who want to turn right. Be certain that any vehicle on the roundabout is going to leave it before you join the roundabout. Look out for drivers who are using the roundabout for a U-turn. Remember that larger vehicles might not be able to avoid driving over the marked centre area. In wet conditions this painted area is likely to be slippery and present a risk of skidding. Avoid it whenever possible.

Double Mini-Roundabouts:

An example can be found in St Helens at the junction of Leach Lane and Mill Lane / Reginald Road). Don't enter the first roundabout until you are sure you can enter and exit from the second without stopping or interfering with other traffic. Take full observations before you enter.

Alan Prescott
Associate Coordinator



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Car—position vacant.

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and do not necessarily
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or the St Helens Group.*