



Group 3081



Registered Charity No: 1053330



# Newsletter

Affiliated to:



Registered Charity No: 249002

## Spring-Summer 2000



## **INTRODUCTION**

This is the official publication of the  
Wolverhampton Advanced Motorists & Motorcyclists (W.A.M.M.)  
Registered Charity Number 1053330

We are affiliated to the  
Institute of Advanced Motorists (I.A.M.)  
Registered Charity Number 249002

If you require more information  
about the Group or the Institute please contact:

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I.A.M. Web Site: [www.iam.org.uk](http://www.iam.org.uk)



## **DISCLAIMER**

**PLEASE NOTE:** The views expressed in this newsletter are not necessarily those of the Group, or that of the IAM London, but are those of the contributor(s).

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# Events



**\*PLEASE NOTE THAT UNLESS OTHERWISE STATED ALL DATES ARE 'WEDNESDAY'**

**10<sup>th</sup> May - AGM – 2000**  
Wombourne Police @ 8.00 p.m.

**20<sup>th</sup> May Saturday – 'MEETING THE PUBLIC'**  
- see details on this later in this newsletter

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**5<sup>th</sup> June - 'SOCIAL NIGHT'**  
Goodyear's Main Bar @ 8.00pm

**14<sup>th</sup> June - 'PRACTICAL FIRST AID'**  
Brief talk and 'hands on' - by Garth Jones  
Wombourne Police @ 8.00 p.m.

**28<sup>th</sup> June - 'ASSOCIATE EVENING'**  
- Lucas Theatre 8pm

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**3<sup>rd</sup> July - 'SOCIAL NIGHT'**  
- Goodyear's Main Bar @ 8.00pm

**12<sup>th</sup> July - 'ROAD SURFACES'**  
Talk by Kevin Woodland  
Wombourne Police @ 8pm

**16<sup>th</sup> July Sunday – 'LORRY DRIVER OF THE YEAR'**  
Competition – see details later in this newsletter

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**August 2000 – NO MEETINGS**

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**4<sup>th</sup> September - 'SOCIAL NIGHT'**  
- Goodyear's Main Bar @ 8.00pm

**13<sup>th</sup> September 'WEST MIDLANDS AMBULANCE SERVICE'**  
Talk by George D'Arcy and Paramedic Motorcycle  
Wombourne Police @ 8pm

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*"Being there gains other insights and the latest news!"*



# Contact List 2000

## Committee / Trustees

### PRESIDENT

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**\*\*VACANT\*\***

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**\*\*VACANT\*\***

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# Chairman's Comment

If you are a new associate, welcome to the Group. To all, please keep in regular contact. Don't forget, advanced motoring is more than just the vehicle – maintain your skills and develop your anticipation.

We need to hear from these people:

- Associates and Members, under 30 – who would like to contribute on the committee for this age range ... do contact a committee member, your time and input will be valued.

Is there anyone who has a young nature and able to present “advanced motoring” to Key Stage 4 during the day? If so, please contact the Secretary, Paul Williamson or myself.

For those who have not attended Group nights this year, here is a brief idea of what you missed:

- January – Steve Tew talked about HGV's:-
  - Different ways of obtaining driving licences,
  - From the HGV driver's point of view,
  - Road hazards, etc.Congratulations to Steve on passing 11 advanced tests in early April this year.
- February – George Clarke gave a personal view, with good humour, of events and actions at the magistrate's bench.
- March - Jim Boulton showed an imaginative range of slides from ladies clothing, traction engines, and local flying machines to unique or dangerous inventions!
- April - Bob Jackson was direct about safety with Fire Service Vehicles. He used the Highway Code, IPSSGA and brought us early information about a new video – ‘What 10 road users are allowed to use blue lights?’

Do your best not to miss, you may be very surprised with events and information.

We are also involved in:-

- May 13<sup>th</sup> - Working at the “National Motorcycle Conference”.
- July 16<sup>th</sup> - Don't miss the “Lorry Driver of the Year” Competition. See detail later in this newsletter issue.

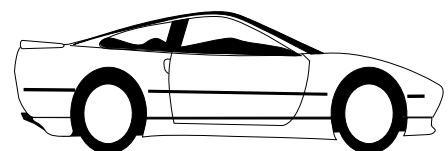
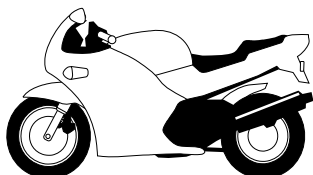
We expect to hear good news soon associated with a long-standing friend in our Group. Watch this space!

## **Grievances**

We volunteer to work for improving road safety through improving driver and rider skills. We wish to inform all in the Group, that if anyone feels that they have a grievance, then please make contact with the committee as soon as possible, so that information and experiences can be made clear and settled.

Be prepared for the unexpected.

**Garth**



# From the Editor

This latest issue drops with a dull 'thunk' onto your door mat as ready dog chewing matter - unless you are really quick (mind the cat!). Winter is now well behind us and the garden beckons. The open road ahead of us during our family outings is already wall-to-wall nose-to-tail metal holiday traffic. The French lorry drivers are doing their collective parking and the M4, M5, M6 and M25 are in complete contra-flow! Ah, the joys of driving!

We have been able to get a better printing deal for your newsletter as promised, but regretfully we have to remain conscious of Group outgoings so your Newsletter will be 3 times per year. Issues will be winter, late spring and early autumn. Hopefully this way we can continue to keep the Newsletter at its present content size. Having sampled other IAM Group Newsletters we appear to give more in content variety and number of pages.

All roles within your Group Committee require volunteers that give up a fair bit of their time having both a genuine interest in their function, our Group and its aims in the furthering and improvement of road safety.

## **'Situations Vacant'**

You will notice that we have a 'Situations Vacant' section. Please read it and if you can spare 'real time' for any of these positions the Group and others will benefit. I feel sure that we have much untapped resources within our group. With each position you will have a lot of support from fellow committee members. Contact any Committee Member.

## **Your Group Newsletter:**

1. What is missing from it? In a nutshell – contributions from yourselves.
  - No articles, etc. are on file from the membership with only one letter submitted since the last issue beyond those from your Committee Members that appear in this issue. We do need your input also to reflect a Group Newsletter.
2. How could it be improved? Your constructive comments would be appreciated. Remember these should be supported by possible solutions.
  - No suggestions have been received, as yet, but these questions will continue as part of this section for the time being.
3. What do you particularly like about it? It nice to hear this also, so that we can continue a theme, common topic articles, etc.

## **Your articles, letters, comments, etc.**

These can be sent to me by post either written or on a diskette. Ideally e.mail is best as an attached file. Items sent on diskette or by e.mail should preferably be in Word.doc format, which saves me having to create your detail again. No matter in what form your contributions are they are always welcome. Should they not form part of the following issue please be assured that they will be put on file and used.

## **'Committee Meeting Snippets'**

We have highlighted some items that have been part of recent meetings again. Full versions of Meeting Minutes are always open for your viewing through your Chairman, Garth Jones.

## **Events:**

- Ideas for future Group Events – would be gratefully received from you at any time. They will need to have some detail to go with them so that they can be looked at and actioned.
- Those mentioned on the Events page plus those that appear elsewhere – could you give some real time to support these happenings? Please enter them into your diaries! Tell a Committee Member if you can attend, equally, remember to inform people if you subsequently need to cancel your services.
- Are you a good organiser? – This could be your chance to shine! Please read the 'situations vacant' item.

**Tony Robson** ([robson@jantony.freemove.co.uk](mailto:robson@jantony.freemove.co.uk) – see Committee Contacts page also)

# From your Chief Observers - Cars & Motorcycles

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## **\*\*FULL AND ASSOCIATE MEMBERS\*\* -- CARS & MOTORCYCLES**

**Please note: On 'Observed Runs / Rides' and 'Pre-Tests'** – a valid Group Membership card must be produced upon request. Should this card not be shown or be invalid that particular activity cannot take place.

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### CARS (Graham Linton)

Congratulations to all who have passed their test since our last newsletter, well done and keep your driving standards up through Self-Assessment.

Welcome to all new associates and thank you for joining our group, you are going to make a contribution to road safety. It is important that you fully read your book "How To Pass Your Advanced Driving Test" and renew your Highway Code knowledge - preferably before you start your on-road training. As your training progresses you will learn many defensive driving and advanced driving techniques. Of course your observer will clarify any queries and get you up to test standard. After passing your advanced test the only person to keep your standard up is yourself, so SELF-ASSESSMENT is vital to maintain your standard. You will now know what is required and need to continually ask yourself if you could have driven better and not to slip back into those bad habits!

- *Could I have positioned myself better at that hazard?*
- *If I had held back, would the hazards have gone by the time I reached that point?*
- *Was the gap large enough that I merged into?*
- *Should my lights be on due to the weather conditions?*
- *Is my Safety Space big enough, should I ease back to make it larger?*

**- these are just some questions to continually ask ourselves.**

Being an observer for our group is an excellent way to keep your standards up to scratch! Not to mention the self-satisfaction of achievement that it gives.

SAFE DRIVING WITH THE I.A.M.

### MOTORCYCLES (Stuart Chapman)

VIEW FROM THE SADDLE – 2

#### **Roundabouts**

For those of you that know me you will probably have gathered by now that "THE ROUNDABOUT" is the junction I love and hate all at the same time. In essence a fantastic idea! Replace an intersection of two or more roads with a circulatory one way system governed by the simple rule of giving priority to traffic approaching from the right (NOT the same in continental Europe.)

In order to make sure there is no confusion; rules need to be established on the correct use of such a junction and incorporated into the 'Highway Code'. This book is one that we ALL have to read at sometime in order to pass the standard driving test, [The Highway Code Rule 160 – 166 inclusive



(current edition)]. So why is this the most abused, badly negotiated road hazard I have had the misfortune to encounter every day when I travel any where in the U.K.?

My route to work has 17 such junctions, all varying in degrees of complexity and below I have tried to classify the things that annoy / scare me when negotiating "ROUNDBABOUTS".

### Physical Hazards

- Negative cambers on entry, during or exiting the hazard
- Obscured approaches to the hazard e.g. uphill, overgrown bushes, badly placed signs etc.
- Diesel spillage
- The physical layout of the road NOT matching the route information signs on the approach.
- Too much white paint (especially when the road is wet).
- Traffic lights to undo all that good of the original idea i.e. to help the traffic flow.
- Misleading road markings, especially on large multi-lane roundabouts, which do nothing to encourage the traffic to "spiral" outwards towards the intended exit.
- Vast array of debris collecting on infrequently used areas of the road. (Bricks, glass, wheel trims, steel, jack handles etc.).
- Cheating – painting a white blob on the road surface instead of building a proper one.

### Hazards caused by other road users.

- Approach speeds too high (especially when the view is restricted).
- Poor or no lane discipline (a big problem when the roads are at their busiest).
- Excessive speed in poor weather conditions.
- Instant changes of direction with no regard for other road users (not using a system at all)
- Moving from the left-hand lane to the centre lane on the approach for no obvious reason, other than an intention to go straight ahead. Often oblivious to the position and speed of other road users.
- Using the third lane entry in order to go straight ahead
- Poor timing of signals has caused many an incident. Sometimes there is a total lack of them.
- From a left lane entry, just straight lining the hazard, regardless of the position of other vehicles (Roundabouts are circular, more or less)
- Not looking ahead before entering the hazard (Classic rear end shunt.)
- Not making allowances for long vehicles. They take up a lot of space and do not follow a conventional path.

### So what's the point, Stu?

When you approach this kind of junction you only have a limited time to assess all of the above plus several other possible combinations. As a motorcyclist you are, without doubt, more vulnerable negotiating this type of hazard. Braking whilst cornering is not good for your health (or your underwear) and if attempted can be nowhere near as effective as when upright.

Use the information in the Highway Code and set a good example when negotiating roundabouts, but remember: -

- There is nothing wrong in using a straight line through the hazard - providing it does not inconvenience other road users or compromise your safety
- Bearing in mind the above points, - ride defensively and give yourself time to make allowances and re-plan your course of actions
- There is no point being right and being DEAD. Local traffic / driving habits may not be to "the book", especially at times of peak traffic flow, but harmonising these habits may prove to be more beneficial as far as your safety is concerned.



## New Members

Welcome to: -

### **Car Associates:**

Laura Rowley	Goldthorn Park
Simon Walford	Wightwick
Kathleen Cashmore	Codsall
Gordon Nightingale	Wombourne
Rolf Hilse	Pendeford
David Lewis	Fordhouses
Des Reynolds	Coseley
Richard Bridges	Penn
David Murphy	Oldbury
Tim Merritt	Penn

### **Motorcycle Associates:**

Richard Painter	Pendeford
Robert Stewart	Penn
Gail Beard	Tividale
Brian Cooper	Penkridge
Michael Noons	Oldbury
Mark Eardley	Oldbury
Peter Tyson	Pendeford

- on joining the Group.

## Advanced Test Passes

Congratulations to: -

### **Car:**

Amanda Smith  
Kevin Moran  
Sheila Jones  
Gordon Swann  
Barbara Dalloway  
Graham Chattin

### **Observer:**

Ian Fox  
Alan Morgan  
Brian Hadley  
Tony Robson  
Angela Lester  
Martin Marriott

### **Motorcycle:**

Keith Picken

### **Observer:**

Steve Dalloway

**REMEMBER** - one good way to **maintain** your proven skills is to become an Observer yourself. By passing your expertise in this way onto others you can enjoy their success also! A further contribution to road safety from you and your assigned associates.

# Motorcycle Rides 2000



## **\*PLEASE NOTE THE CHANGE OF VENUE FROM THE STEWPONY PUB**

The following Group Rides will be held during 2000. All rides will start promptly at 10.00 am and all members and associates are welcome to attend. For those who have not attended before:

Spider's Web Café - just off the A41 at Cosford. If you are heading towards the M54 turn right at the lights, or in the direction of W-ton – turn left. The café is 100 yards up the road on the right.

Six Ashes TeaRooms - on the A458 at Six Ashes – half way between Stourton and Bridgnorth the TeaRooms are opposite the pub.

Sunday 30 <sup>th</sup> April 2000	10.00am	Spiders Web, Cosford
Sunday 14 <sup>th</sup> May 2000	10.00am	Six Ashes Tea Rooms
Sunday 28 <sup>th</sup> May 2000	10.00am	Spiders Web, Cosford
Sunday 11 <sup>th</sup> June 2000	10.00am	Six Ashes Tea Rooms
Sunday 25 <sup>th</sup> June 2000	10.00am	Hein Gericke, Calthorpe Rd., Five Ways, Birmingham
Sunday 9 <sup>th</sup> July 2000	10.00am	Six Ashes Tea Rooms
Sunday 23 <sup>rd</sup> July 2000	10.00am	Spiders Web, Cosford
Sunday 6 <sup>th</sup> August 2000	10.00am	Six Ashes Tea Rooms
Sunday 20 <sup>th</sup> August 2000	10.00am	Spiders Web, Cosford
Sunday 3 <sup>rd</sup> September 2000	10.00am	Six Ashes Tea Rooms
Sunday 17 <sup>th</sup> September 2000	10.00am	Spiders Web, Cosford
Sunday 1 <sup>st</sup> October 2000	10.00am	Six Ashes Tea Rooms
Sunday 15 <sup>th</sup> October 2000	10.00am	Spiders Web, Cosford
Sunday 29 <sup>th</sup> October 2000	10.00am	Six Ashes Tea Rooms

## **Group Ride – 25<sup>th</sup> June**

25<sup>th</sup> June is Meriden Motorcycling Day. Various groups will be organising rides and eventually converging on Meriden where they are having a charity day. There will be a charge of £5.00 per bike taking part with the proceeds going to charity.

The WAMM group ride on that day will also be ending at Meriden. Members should be aware that the start venue for this ride has changed. The ride will start from Hein Gericke in Birmingham. The shop is located on Calthorpe Road just off the Fiveways island on the A456 Hagley Road.

Any riders interested in taking part should arrive at the shop ready for a 10.00 am start. Further details can be obtained from Stuart Chapman either at Hein Gericke or on his contact number listed under Committee Members.

If anyone has any queries: - please phone Jackie or Jeff Brown on 01902.340755. Alternatively, for those of you with hi-tech lives, drop us an e-mail with your e-mail address and we will send you details of up and coming Group Meetings, Social Evenings, Rides etc. You can reach us on:

[jbrown.parkgrange@btinternet.com](mailto:jbrown.parkgrange@btinternet.com)

# Wolverhampton **A**dvanced **M**otorists and **M**otorcyclists



(Group 3081)  
(Registered Charity No. 1053330)

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## INFORMATION

Thank you for your interest in the Institute and we hope that this information will answer many of your questions and help develop interest of Advanced Motoring through us.

As an Associate member, we undertake to guide you to the required standard to pass the Institutes Advanced Driving Test. The Associate enrolment fee of £75.00 is for Car, Motorcycle, Mini-bus and Commercial drivers. This includes: -

- an up-to-date "Highway Code",
- an I.A.M. book - "How To Pass Your Advanced ... Test",
- an Observer,
- a Pre-Test, and
- the Test fee.

An Observer will be appointed to you, to aid your learning of Advanced Motoring. This guidance usually takes about an hour a week by mutual agreement. When your Observer considers you to be sufficiently trained, a pre-test Drive with the Chief Observer or a Senior Observer will take place and advice given about the drive / ride and your application for the Advanced Test.

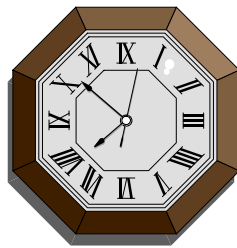
An appointment for the Test is made via the Group and the I.A.M. London, with a local Examiner who is a Police Advanced Driver. The test takes one and a half-hours and covers about thirty-five miles. All types of road are involved and it includes parking and slow manoeuvres. All of this will have been perfected with guidance from your Observer.

The I.A.M. Test fee is £45.00 (£30.00 for the test and £15.00 for your first years Full Membership of the I.A.M.) The £15 will be either refunded or held by the I.A.M. pending a further test if you prefer should you be unsuccessful.

During your 12 months Associate Membership of the Group, you will receive a quarterly Group Newsletter, informing you of activities arranged for all in the local Group. These include Talks, Lectures, Group facilities and visits to various venues that you may feel will be of assistance to improving the standard of your driving. All of the Group meetings are free and you and your interested friends will be made welcome.

# Group Membership Fees

<b>ASSOCIATE MEMBERSHIP:</b> (upon joining – car or motorcycle)	£75
<ul style="list-style-type: none"><li>▪ This includes the cost of your Advanced Test and 1<sup>st</sup> years IAM Membership (the latter refunded for test not being passed).</li><li>▪ Also copies of the I.A.M. publication 'Passing your Advanced Driving Test' / 'Passing your Advanced Motorcycling Test' – plus – 'The Highway Code'.</li><li>▪ Guidance up to the time that a Senior Observer recommends you for the Institute Advanced Test. (You will then only receive a check drive / ride prior to this Test).</li></ul>	
<b>ASSOCIATE MEMBERSHIP RENEWAL:</b>	£10
<b>FULL MEMBERSHIP:</b> (Effective 1 <sup>st</sup> April, 2000)	£10
<b>FAMILY/JOINT MEMBERSHIP:</b>	
▪ (2 <u>FULL</u> members at the same address - (Effective 1 <sup>st</sup> April, 2000))	£15



## **'Membership Renewal' Time – 1<sup>st</sup> April, 2000**

- If you are a **FULL MEMBER** - and you have not yet renewed your Group Membership for the current year, please do so as soon as possible. The fee due is £10 (£15 for Family / Joint Full Members).
- If you are an **ASSOCIATE MEMBER** - renewing for the current year the fee due is £10.
- **ALL MEMBERS** – please note applicable fees and effective dates listed above.

Please forward your Cheque (payable to – 'W.A.M.M.' and with your Group Membership number on the back) to:

- Mr. G. Foulkes  
23 The Heathlands  
Wombourne  
Staffs.  
WV5 8HF

### **\*\* IMPORTANT – ALL 'FULL' MEMBERS PLEASE NOTE:**

- Your London Membership is in addition to that for your Group.
- If you are an Observer you have to be a fully paid up member of both.

# Wolverhampton Advanced Motorists and Motorcyclists



## Group 3081 (Registered Charity No. 1053330)

I wish to apply for \*Full / Associate Membership of the Group in the following category of Vehicle(s):

\*Car / Commercial / Motor Cycle / Mini-Bus

\*Manual / Automatic

Other Modifications .....

Surname:\*(Mr.,Mrs.,Miss,Ms.,etc.) ..... Forename(s): .....

Preferred Name: ..... Address: .....

..... Post Code: .....

Tel. No: ..... E.Mail Address: .....

Date of Birth: ..... Occupation: .....

When are you available for guidance? \*Daytime / Evenings / Weekends.

**ASSOCIATE ENROLEMENT FEE:** - for Car / Motorcycle / Commercial / Mini-Bus: ..... £75  
(This includes: - 'The Highway Code' and [I.A.M. publication]'How to Pass your Advanced ..... Test')

**FULL MEMBERSHIP FEE:** - £10.00 Group Membership No. .... IAM No. ....

I enclose a \*Cheque / Postal Order / Cash for £ ..... Cheque / Postal Order No. .... (made payable to "Wolverhampton Advanced Motorists & Motorcyclists" or "W.A.M.M.")

Please note -The function of the Observer - is limited to making comment or giving advice so as to help the associate improve their standard of driving. As the driver or rider of the vehicle - you are deemed to be in control of it at all times during an observed run. Associates are also expected - to attend the occasional associate evenings.

Has any Court in the last three years ordered a conviction to be endorsed on your licence? \*Yes / No  
(If yes please give brief details in the space provided below, including dates.)

I confirm that the vehicle(s) that I shall be driving during observed runs shall be suitably insured, taxed and it will have a current MOT certificate (if applicable). I will remain fully responsible for the safe driving of the vehicle(s). As a 'Full Member' (if applicable) I also confirm that I am a current valid member of the IAM (London) and quote my membership number above.

Signed: ..... Date: .....

Please forward Moneys and this completed form to :

**Cars/Commercial/Mini-Bus:** Mrs. Jackie Brown  
**Motorcycle:** Mr. Jeff Brown  
18 Virginia Drive,  
Penn, Wolverhampton, WV4 5PS

How did you hear about the IAM? .....

\*Delete as applicable



**Change of Address details, etc.**

**Membership category: (Tick as applicable)**

- Car
- Mini-bus
- Motorcycle
- Commercial

**Name:** ..... **D.O.B.:** .....

**New Address** .....

.....

**Post Code** ..... **Telephone** .....

**E.Mail Address:** .....

**Membership Nos.:** (Group)..... (IAM) .....

**Signature** .....

**Please show as:- Associate / Member / Observer**

PLEASE COMPLETE AND RETURN TO:  
Jackie or Jeff Brown  
18 Virginia Drive  
Penn  
Wolverhampton  
WV4 5PS

# Letters

Dear Members,

I thought you might be interested in a recent happening that I had.

I was travelling home last summer from Ledbury towing my caravan along good country roads following a single decker bus (at a safe distance I may add). The bus stopped some distance from a sweeping left-hand bend. It was unsafe to overtake due to my overall length so I pulled up behind the bus and waited.

A second time this happened and I had no choice but to stop again.

The bus stop, same again, but this time the bus driver got out of his cab and approached me, pointing to the front of my car, and said, "What are you sounding your horn for?" I said that I had not done so.

All of a sudden he stopped in his tracks, putting both hands out palms facing towards me and backing off with both hands moving in a piston like movement. He then put both hands together as if in prayer and started to bow whilst retreating.

At first I could not figure out what he was doing but it later struck me that he had seen my IAM badge on the front of my car and had thought better of it.

It appears that my badge put off what could have been a nasty 'incident'. I did eventually overtake the bus safely at his next stop.

It was not funny at the time but looking back I have had many a laugh over it since.

Regards  
Harold Millard

# Refresher drives

**Refresher Drives . . . they could help drive you *f o r w a r d***

**Fourth Monday of the month:**

7.30 p.m.

Goodyear Training Centre

Contact: Nigel Brown

(01902 - 752443)

**Other times:**

Kingswinford

Contact: Martin Marriott

(01384 - 402757)

Short drives each lasting about half an hour for members, observers and associates to drive, direct, or learn as a passenger. A short de-brief follows each drive before changing drivers.

- Members can maintain their advanced driving standards.
- Observers can enjoy meeting and discussing their skills with others.
- Members and associates can see and discuss with other observers what is involved in being an observer, etc.



# Committee Meeting Snippets

## Winter / Spring

- There has been a positive feedback on the Winter Newsletter from IAM Region 3.
- IAM Region 3 Observers Meeting – help for advertising our Group may be possible.
- We still need an Events Organiser and a Publicity Officer [Editor: See 'Situations Vacant' in this issue.]
- As we need to appeal to younger people it may be possible for us to visit schools, colleges, etc. to promote advanced driving.
- The new Group Rules have been issued. It is very similar to what existed previously. There is a 'Friends' category of membership for those unable to attain the test standard.
- All Group members that have passed their advanced test must be current paid up members of London. Their London membership must be confirmed before their Group membership can be renewed. [Editor: You will see that the membership form that is part of your newsletter has been modified to encapsulate this and other points.]
- An official Observers Training Manual has been received for review and usage as required.
- Comments from Examiners: (Motorcyclists) – Riders should follow a dry piece of road during bad weather and move away from oncoming vehicles. (Cars) – The current standard is very good, but more use of the horn is required, as is more commentary.
- Associates are to be asked if there is anything that the observer / examiner should be aware of in connection with the associate's driving. Should any associate be unhappy with an aspect required of them, then this would need to be addressed.
- May is the Group AGM.
- Mr. A. Landucci has been given life membership of our group. He was our first Chairman.
- Cockpit drill and commentary driving are to be stressed as a requirement through the observers to the associates.
- Membership as of March was 255.

# Memo to Associates

- ❑ **All Associates should be aware that once they are allocated an observer** - it is their responsibility to keep in touch with that observer.
- ❑ **Even if you are unable to make an appointment for a run out in any particular week** - it is up to the associate to telephone the observer and say so. Our observers work on a voluntary basis and have lives of their own to fit around their observing. It is only courteous to let them know when you are unavailable for an observed run.
- ❑ **If associates do not keep in touch with their observer** - it will be assumed that they are no longer active and the observer will be assigned to someone else on the waiting list. Observers are a scarce resource and we have to utilise their availability to the best advantage for all concerned.
- ❑ **When you finally get to the point where you pass the test** – let us know via your observer. If we don't know about your success, we can't celebrate it with you.
- ❑ **Please be considerate** - for the benefit of all concerned.

Jackie Brown  
Associate Controller (Car)

John Clarke  
Associate Controller (Motorcycle)

# Articles

## Poem – 'Consideration' (Ken Gilks)

Be kind in your car,  
It's better by far,  
Than to be rude, have a fit, shout and yell.  
Inside our tin shells,  
We think of ourselves,  
And let the rest of the world go to hell!

You'll find if you try,  
There's sound reasons why,  
You should be kind instead of the other.  
This part of life,  
Is laden with strife,  
But can be better, if you take the bother.

You'll see cars turning right,  
And try as they might,  
They've caused a jam, thus stopping the flow.  
Of traffic behind,  
Now it's your turn to be kind,  
Just slow and let everyone go.

It won't slow you down,  
On your passage through town,  
You'll get there and lose little time.  
Not only that,  
But this considerate act,  
Will make yourself and others feel fine!

If this you have,  
You may get a wave,  
Or a smile and make people feel good.  
If you get no response,  
Be patient this once,  
'Cause some people can't help being rude!

Give cyclists a wide birth,  
You'll find it is worth,  
Being patient, don't sound your horn or be horrid.  
They've got no protection,  
If you make connection,  
With your car which is big, heavy and solid.

Give people room,  
It's bad to assume,  
A position up someone's exhaust.  
'Cause people get flurried,  
When angry or worried,  
They make mistakes through being forced.

Don't forget, drivers are people,  
Kind, rude or feeble,  
Whose moods change with the state of their day.  
So give them some space,  
You're not in a race,  
Consideration should be the theme of the day!

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## **DRIVING IN INDIA**

(Source: india-driving at [www.aurora.carleton.ca](http://www.aurora.carleton.ca))

Travelling in India is an almost hallucinatory mixture of sound and sight. It is frequently heart-rending, sometimes hilarious, mostly exhilarating, and always unforgettable – and, when you are on the roads, extremely dangerous. Most Indian road users observe a version of the Highway Code based on an ancient text.

These 12 rules of the Indian road code are published for the first time in English.....

### **ARTICLE – 1**

The assumption of immortality is required by all road users,

### **ARTICLE - 2**

The following precedence must be accorded at all times. In descending order – give way to: cows, elephants, heavy trucks, buses, official cars, camels, light trucks, buffalo, jeeps, ox carts, private cars, motorcycles, scooters, auto-rickshaws, goats, bicycles carrying goods, handcarts, bicycles carrying passenger(s), dogs, pedestrians.

### **ARTICLE – 3**

All wheeled vehicles shall be driven in accordance with the maxim:

- 'To slow is to falter, to brake is to fail, to stop is defeat' - this is the Driver's Mantra.

### **ARTICLE – 4**

Use of the horn:

- *Cars (IV, 1, a-c)*: Short blasts - indicate supremacy, i.e. in clearing dogs, rickshaws and pedestrians from the path. Long blasts – denote supplication, i.e. to oncoming truck, "I am going too fast to stop, so unless you slow down we shall both die". In extreme case this may be accompanied by the flashing of headlights. Single casual blast – means I have seen someone out of India's 870 million people whom I recognise", "There is a bird in the road (which at this speed will go through my windscreen)", or "I have not blown my horn for several minutes".
- *Trucks and Buses (iv, 2, a)*: All horn signals have the same meaning, viz. "I have a gross weight of 12.5 tons and have no intention of stopping, even if I could". This signal is emphasised by the use of headlights.

[Article – 4 remains subject to the provision of Order of Precedence in Article – 2 .]

### **ARTICLE – 5**

All manoeuvres, use of horn, and evasive action shall be left until the last possible moment.

### **ARTICLE – 6**

In the absence of seat belts (which there is), car occupants shall wear garlands of marigolds. These should be kept fastened at all times.

### **ARTICLE – 7**

Rights of Way: Traffic entering a road from the left has priority. So have the traffic from the right, and also the traffic in the middle.

- *Lane discipline (VII, 1)*: All Indian traffic at all times and irrespective of direction shall occupy the middle of the road.

#### **ARTICLE – 8**

Roundabouts: India has no roundabouts. Apparent traffic islands in the middle of crossroads have no traffic management function. Any other impression should be ignored.

#### **ARTICLE – 9**

Overtaking: - is mandatory. Every moving vehicle is required to overtake every other moving vehicle, irrespective of whether it has just overtaken you. Overtaking should only be undertaken in suitable conditions, such as in the face of oncoming traffic, on blind bends, at junctions and in the middle of villages / city centres . No more than 2 inches should be allowed between your vehicle and the one you are passing; 1 inch in the case of bicycles and pedestrians.

#### **ARTICLE – 10**

Nirvana may be obtained through the head-on crash.

#### **ARTICLE – 11**

Reversing: - no longer applicable since no vehicle in India has a reverse gear.

#### **ARTICLE – 12**

The 10<sup>th</sup> incarnation of God was an articulated tanker

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## **Situations Vacant**

Do you have . . . **energy** and . . . dedication to be **involved** with people, then . . . be the -

#### **Events Organiser**

- · Gain information from committee members and others.
- · Inform the committee of events.
- · Use previous and new information to obtain speakers for Group meetings.
- · Organise other suitable activities.
- · Inform the Newsletter Editor on agreed events.

#### **Publicity Officer**

- · Help the committee and group in promoting itself and gaining new associates.
- · Find new locations and ways of advertising “Advanced Motoring / Motorcycling”, or “Safer Driving / Riding”, etc.
- · Inform the committee of details.
- · Be accessible by group members for information.
- · Inform the Newsletter of details on agreed items.

**Contact any committee member - you will be given all the help required!**

### Your assistance – please!

**We are advertising the Group and Road Safety – *WAMM***  
**- by meeting the Public – to promote Road Safety and increase our membership**  
**“Safer driving and riding”**

at

**The Mander Centre**  
**Wolverhampton**

on

**Saturday May 20<sup>th</sup>**  
**between 8.30 a.m. and 5.30 p.m.**

**If you can spare any real time between the times above please –**  
**Contact: Paul Williamson – Group Secretary (Tel: 01902.831183)**

# IAM News Releases / Fact Sheets

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## **THE ADVANCED DRIVING TEST**

### What the Examiner expects

The Test takes about 90 minutes, over all types of roads and using your own car. The four essential qualities are **Concentration, Observation, Anticipation** and **Planning**. The Examiner is the holder of a Police Advanced Driving Certificate. A full understanding of what is expected can be found in the IAM publication "Pass Your Advanced Driving Test" or "Pass Your Advanced Motorcycling Test" as appropriate. A number of important points are mentioned here:

## **THE PRINCIPLES OF ADVANCED DRIVING**

- Do you concentrate properly and avoid distractions?
- Can you read the road and anticipate potential hazards in good time?
- Are hazards dealt with in a planned and systematic way?
- Do you use your mirrors before changing your speed or position and do you always give a signal to other road users if they will benefit or appreciate one?
- Can you drive with reasonable restraint, but not indecision?
- Is your judgement of speed and distance accurate?
- Do you drive with courtesy and consideration for other road users, including pedestrians?
- Are you always in the right place on the road, travelling at the right speed with the right gear engaged and able to stop safely in the distance you can see to be clear?

## **HANDLING SKILLS**

- Are steering actions safe, smooth and accurate, and do you pass the wheel through your hands?
- Are gears smoothly and correctly selected?
- Do you make full use of automatic transmission, if your car is fitted with it?
- Is your braking smooth and progressive?
- Do you use "acceleration sense"?

## **ADVANCED DRIVING SKILLS ON THE ROAD**

- Do you keep up a reasonable pace and maintain good progress if conditions permit?
- Do you anticipate and react correctly to the situations developing ahead?
- Are the correct road position chosen and signals given in good time for the next manoeuvre?
- Are all signals, signs and road markings observed, obeyed and approached correctly?
- Are overtaking manoeuvres carried out smoothly, decisively and safely?
- Do you drive with proper restraint and proper sensitivity of control when the roads are slippery or visibility is reduced?
- Are manoeuvres such as parking, reversing, carried out smoothly and competently with effective all-round observations?

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**Advanced Drivers are expected to control the risks, despite the incorrect actions of others. Every journey can have its unexpected moments.**

**However, even successful candidates have made minor mistakes, which did not prevent them from passing the Advanced Driving Test.**

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## Fact Sheet 03/001 - THE OLDER DRIVER

There are many good "older" drivers but inevitably with time physiological and psychological changes can affect our ability to drive safely. The changes don't start at a specific age. They are gradual and there is no necessary correspondence between "biological age" and "age in years" but, for the population as a whole, from age 60 onwards, the risk of being involved in a blameworthy accident increases steadily.

Follow these simple IAM guidelines and your driving should be safe and less tiring.

- **Older cars have to undergo an "MoT" test. Older drivers should also have a regular check up with their doctor** to ensure that they are still fit to drive safely.
- **Your eyesight may not be as sharp as it used to be.** Deterioration can be quite slow and you may not realise that your vision isn't as good as it ought to be for safe driving. A regular check with a qualified optician is very important for older drivers. If you wear spectacles check that they are suitable for driving.
- **Arthritis or stiffness will restrict your movements** and your ability to make effective all round observations, and can also affect your vehicle handling skills. There are special accessories designed to meet the needs of older drivers. You may find that exercises advised by your doctor can also help.
- **Older drivers are often unaware of the effects that medicines (even non-prescription ones) can have on their concentration.** You should ask your doctor or pharmacist about the side effects of any medication.
- **Tiredness or stress affects your ability to concentrate.** Think carefully before deciding to make long journeys and plan to drive on routes that will minimise stress and fatigue. Take a twenty-minute break from driving every two hours, even if you don't feel tired. Some exercise and light refreshments during the break can help too.
- **Driving safely requires good awareness.** Observation errors and misinterpretation of information are common factors in accidents involving older drivers. Reaction times get slower with age. Be prepared to make adjustments when age related changes affect your safe driving performance.

**Keep up to date with the changes in the Highway Code.** Ignorance of the law is no excuse.

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## ARE YOU GUILTY? IAM SURVEY EXPOSES BRITAIN'S WORST DRIVING HABITS

Issued 18 October 1999

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In a nationwide member survey published on the eve of the London Motor Show, the Institute of Advanced Motorists (IAM), the country's leading dedicated road safety organisation, has identified the nation's worst driving habits.

Drivers who insist on doing the same speed, regardless of the conditions, and so-called "*lane hogs*" who refuse to move into the correct lane on motorways are the two most common driving faults, says the IAM.

The survey of group delegates, representing the IAM's 100,000-plus advanced driver members, disclosed the top gripes across the country. The two most common driving faults were "*ignoring speed limits*" and "*not moving into lanes 1 or 2 when those lanes are clear*" (equally common at 26 per cent each) followed by drivers using hand-held mobile phones at the wheel (25.5 per cent), and "*tailgating*" - motorists who needlessly drive too close to the vehicle in front - at 22.5 per cent.

Christopher Bullock, IAM Chief Executive said;

*"It is too easy to irritate other road users by slipping into these bad*

*habits. You may be driving the smartest car on the road, but that doesn't make you the smartest driver.*

*"Most of us are guilty of these faults at some point. This survey shows that people who aren't in control of their vehicle because they are on a hand held mobile phone are now a major irritant to others as well as a safety hazard. Of course we know that the police do act when they see this offence being committed, but it often seems to the responsible motorists that these one-armed merchants are getting away with it.*

*"Lack of motorway lane discipline is not a new problem, but is still surprising. The Highway Code is clear - drivers should keep to the left hand lane unless overtaking, and move back afterwards. The advanced drivers' observation skills are such that other driver errors are constantly monitored. It's worth stressing though that advanced drivers train themselves never to compromise their own safety by retaliating."*

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## **For further information, contact :**

Vince Yearley, IAM Press Officer 0181 994 4403

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For comments and Feedback on the pages, please contact the [IAM Webmasters](#)

## **Lorry Driver of the Year Wolverhampton - Sunday July 16<sup>th</sup>**

- Is a superb competition of professional people driving big vehicles.

### **If you haven't...**

- ☛ *Seen it . . .*
  - . . . it's safe, a roped section lets you see 5 slow moving tests;
- ☛ *invigilated and marked Highway Code tests . . .*
  - . . . then test 12 drivers at a time for a few hours of your time;
- ☛ *observed and marked their road driving . . .*
  - . . . then hide away with another 'observer';
- ☛ *marshalled the slow driving tests . . .*
  - . . . then work in teams to make set manoeuvres for all.
- ☛ *collected observer reports . . .*
  - . . . then be a pair of motorcyclists

### **Interested . . . ?**

. . . Let our Secretary, Paul Williamson (Tel: 01902.831183) know quickly.

As a Group, we have been involved in this competition for very many years. We are highly appreciated for our involvement and professionalism by the local committee and the national steward. The drivers come from their homes - Devon, London, Hull, etc. Their vehicle is inspected, labelled, the driver answers a Highway Code test, then off for the first in-cab test. All this takes place at the DETR Centre, Featherstone. Then follow a written road route where they are observed. Next, at 'Foodstop' – Service Area, near junction 1 of the M54, they do the five slow moving tests, a secret test to separate the individual winners to find the overall champion of the days competition. The Wolverhampton competition, is one of the few that include the largest vehicles.





# Videos

Group Videos are available and free to ALL Associates, Members and Observers to use. They are good as reminders or as an introduction to Advanced driving or riding for the family, friends or colleagues, and help to advertise the Group.

System of Car Control	12 mins	You Only Live Once	13 mins
Old Highway Code	60 mins	Driveability	32 mins
Positive Driving	30 mins	Drive Without Fear	14 mins
Chris Johnson Fund	40 mins	3 Simple Life Savers	14 mins
Safe Motorway Driving	36 mins	Skid Pan	80 mins
Roadcraft	90 mins	New Highway Code	60 mins
Horse Sense for Motorists	11 mins	Top Rider	25 mins
Aggressive & Bad Driving	15 mins	I Just Didn't See You	20 mins

- Available from Garth Jones, at Group meetings, please reserve your copy prior to the night.
- These Videos should returned, if at all possible, by the following Group Meeting to Garth or another attending Committee member in his absence please.



If you want to find out what to do: -

- == when a skid happens,
  - = = = how to control a skid,
    - = = = in rear wheel and front wheel drive cars,
      - = = = learn and practice cadence braking and more
        - = = = contact Garth Jones to see about a session.



# Group Regalia



MA 1 Jacket (Black)	£26.50
Sweatshirt (Black, Red, White)	£13.50
Polo shirt (Black, Red, White)	£10.00

All of the above are inclusive of being embroidered with either the car or motorcycle logo.

## **ORDER FORMS ARE AVAILABLE FROM DAVE SHENTON.**

Tax Disc Holders (Car)	£1.00
Reflective IAM logos (Red or Green self adhesive)	£1.00 pair
Motorcycle fairing stickers (Group logo)	£1.00 pair
Helmet (DO NOT REMOVE etc.)	£1.00 pair

# Motorex Products

900 Contact cleaner	£4.00 / litre
(Please bring your own container. £6.50 with container by order)	
645 Protect and Shine (500 ml aerosol)	£5.00
622 Chain Lube (500 ml aerosol)	£5.00
Leather care spray (200 ml aerosol)	£4.00

**AVAILABLE FROM GARTH JONES & DAVE SHENTON**