



Group 3081



Registered Charity No: 1053330



# "The Responsible Motorist"

## Newsletter

Affiliated to:



Registered Charity No: 249002

# Autumn 2002



## **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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Group Web Site: [w-a-m-m.freeserve.co.uk/index.shtml](http://w-a-m-m.freeserve.co.uk/index.shtml)  
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 & Meetings



**\*PLEASE NOTE:**

- **THAT UNLESS OTHERWISE STATED ALL DATES ARE 'WEDNESDAY'**
- **OUR VENUE FOR OUR MONTHLY MEETINGS IS – 'THE FRIENDS MEETING HOUSE' IN WOLVERHAMPTON - SEE THE MAP AND DIRECTIONS ON THE FOLLOWING PAGE (No.5 of 25)**
- **DO ENTER THESE EVENTS & MEETINGS IN YOUR DIARIES! THERE IS A LOT OF EXCELLENT INFORMATION TO BE LEARNT AND CHARACTERS TO MEET.**

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**CHASE DAVE COOPER – by E.Mail for Events up and including Feb 2003**

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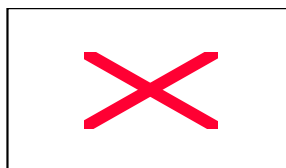
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9<sup>th</sup> October 2002

7 pm 'Observers Night'  
8 pm "Become A Better Driver – It's All In The Mind"  
Talk by John Bagley and Vic Lewis – Staffordshire Police Driving Instructors

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



# We are here!

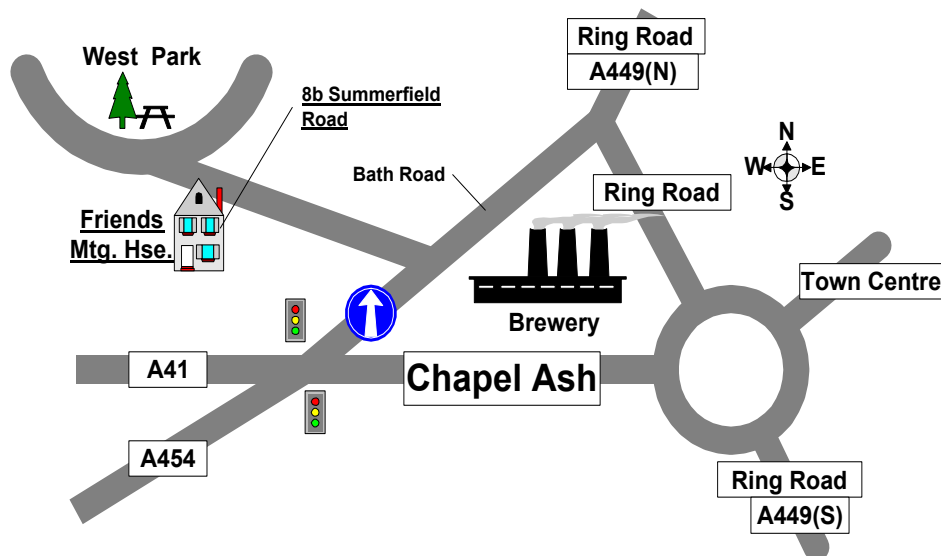
## Venue for our Group Monthly Meetings

Is at:

- The Friends Meeting House  
8b Summerfield Road  
Wolverhampton WV1 4PR

As you get to the gate - follow down the drive towards the back of this property and its car park. The Meeting House is at the very back – a single story building with glass entrance doors.

We are sure that you will find this new venue much more central to our catchment area. Hopefully it will also encourage a higher attendance.



- This map shows that Bath Road is a 'one way road' – albeit briefly - when approached from Chapel Ash.
- You cannot turn right into Bath Road - when coming out of town down (A41) Chapel Ash.
- Taking the Ring Road from Chapel Ash Roundabout - you will need to turn first left into Bath Road then second right to Summerfield Road.
- For other approaches please consult your 'A-Z'.

# Contact List - Committee & Trustees

## PRESIDENT

Bill Goodreds  
3 The Parade  
Wall Heath  
Kingswinford  
DY6 9AX  
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## VICE PRESIDENT

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Tel:- 0870.240.8220

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Tel:- 01902 896492

## MEMBERSHIP SEC.

Sue Roper  
(see – Minutes Secretary)

## ASSOCIATE CONTROLLER

(see – Chief Observer)

## MINUTES SECRETARY

Sue Roper  
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Staffs ST19 5SP  
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30 Glendale Close  
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(see – Secretary)

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## TEST ADMINISTRATOR

(See - Associate Controller)

## EVENTS CO-ORDINATOR &PUBLICITY OFFICER

Dave Cooper  
60 Henwood Road  
Compton  
W-ton WV6 8PC  
[df.cooper@btopenworld.com](mailto:df.cooper@btopenworld.com)  
Tel: 01902.572089

## ADDITIONAL TRUSTEES

George Clarke

# 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. We are sure that you appreciate the effort and time that your observer has given to you and that you will thank that person personally and possibly through a letter to your newsletter.
- ❑ **Please be considerate** - for the benefit of all concerned.

Geoff Davis – Chief Observer & Associate Controller

# Chairman's Comment

It's typical, at the start of my comments in the last *'The Responsible Motorist'* I said that we had no new associates, then three appear at the next Group Meeting !!! People out there know of us and Advanced Motoring, it's **gentle persistent encouragement** (thanks Nick, with me) and informing them of its benefits and means of achieving.

So, **welcome** to our new associates since January and ones who will join this summer. **Congratulations** to those who have altered and developed their driving to the Advanced Motoring skill and gained the award. *"Can't teach an old dog new tricks,"* has been disproved and it applies to *"Young"* ones too!

The Advanced System, basically **'Information Position Speed Gear Acceleration'** expands upon 'Mirror Signal Manoeuvre' with details observed and consistently shown. Advanced Motorists must be the 'cream' of the general public. Use 'Pass Your Advanced . . . Test', the Highway Code, your Observer and the Group to understand and apply this systematic method of motoring. It may 'taste' peculiar but 'warm' to establish the improved habits. It has been said, *"Without theory, practice is but the routine of habit."* Louis Pasteur. Make the theory 'flavour' your motoring character and road space.

Advanced motoring emphasises **'early observation'**. In front, with at least 2 seconds braking distance means that we are not surprised with traffic jams and recognise positions of oncoming traffic, not being surprised by others awkward manoeuvres, always looking for safety. Memory is said to work like a video – it needs frequent views and updates for on-going sense.

## **Committee membership.**

Many thanks to Paul Williamson who has been a stalwart Secretary for our Group since 1994. He informed us last year that he wishes to conclude his role as secretary. He has represented us on numerous committees, been extremely resourceful for the Group and given much practical help. Paul is continuing as Membership Secretary and as an Observer. Thank you for being a decisive and resolute worker for so many years.

Please carefully consider your choices for nominees to the committee and note that the nominee has to sign the voting form. Nominee, proposer and seconder must be current members of the I.A.M. and W.A.M.M.

Positions required;-

- Chairman     Secretary     Treasurer
- Newsletter Editor, Tony Robson is willing to stand again in this position
- New committee members

More committee members sharing the workload reduces the time commitments for improved results. Please consider joining the committee.

*Look – Observe - Link.*

*Paul Williamson*

# From the Editor

I have just looked at my previous mutterings and find that I am about to do a verbal burp and almost repeat myself as follows. Well, folks, the days are getting rapidly shorter and the clocks are to go back by an hour. All too soon those hazy lazy days of summer have faded into the autumn mists. Time for the trees to get their revenge with an almost never-ending layer of soggy brown leaves in our gardens, on our vehicles paintwork and on the roads to add another hazard for us to consider. Also it is the time to protect and service our cars and motorcycles for the coming winter weather and associated conditions.

## **Group Membership**

You should have paid by now for membership renewal (1<sup>st</sup> April 2002) for the period 2002-2003. If you have not renewed please complete the form in this newsletter or from your last issue and return together with the relevant monies to Sue Roper. Do be aware that current membership is a critical requirement for all observers. Chasing people costs, so please be a 'responsible motorist' in this aspect also!

## **Your Group Committee needs you!**

We continue to ask for your time and personal commitment to your group. We are still in need of new blood on the committee so that the running can be evenly distributed to give members old and new a better group - one that has a future! As you will see we have gained three new committee members – but – one or two more would not go amiss.

## **Your Group Newsletter:**

What is still missing from it? In a nutshell contributions from other than committee members. In this issue are zippo, zilch, zero, nil, nothing from anybody else! This continues to be the norm rather than the exception. Even thank you letters from members passing their test are rare. We do need your input to reflect a Group Newsletter. Go on select first gear and write half a page or better still a whole one – it isn't that hard once you engage the clutch and the wheels start to turn!

## **Your articles, letters, comments, etc. are always welcome.**

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. Should they not be part of the following issue please be assured that they will be put on file and used.

***\*\*CONTRIBUTORS - PLEASE NOTE: the closing date for any input into your Winter Issue is – Saturday December 14th 2002.***

## **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!

## **E-Mail Contact**

- **Membership Fee reduction** – In the last issue we asked if any members would like to get their issues by e.mail. The results of this offer to reduce your individual fee are that to date no members have expressed an interest in this – at all!

In closing my ramblings, may I ask you to contribute to and take part in your group's future by giving it some of your time and effort. The group is you!

Hello, is there anybody out there, there, there, there, there? Where's that echo coming from? Who are those men in white coats at my front door? No, no, I'm an IAM Group Newsletter Editor – have pity on this poor soul!

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



# From your Chief Observer

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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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**Welcome** - to all new associates and thank you for joining.

**Congratulations** - to all those who have successfully negotiated the I.A.M. Test since our last Newsletter and passed. Well done.

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**When you have taken a 'pre-test' drive** – and have been recommended to apply for the advanced test, please send your completed test application form to me as soon as possible. Once one or two details have been recorded from your form it will be sent to IAM London without further delay. Within the following 2-3 weeks your appointed Test Examiner will contact you to arrange a date and time for your actual advanced driving test.

If for any reason you are unable to send the form please contact your observer or myself without delay.

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**After taking your test** – please let your observer and myself know as soon as possible. This allows us to say well done and also to free your observer for any waiting associate.

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## **THE DRIVER EMERGING FROM A 'T' JUNCTION**

I have noticed a trend that is on the increase, which may be due to impatience by some drivers, or just simply needing to complete their journey with little regard for other motorists.

When driving on a main road in heavy traffic, following the vehicle ahead at a 'reasonable' distance, do take care when approaching left or right-hand T-junctions. Watch out especially for motorists trying to cross the road turning to their right. They may drive out and block traffic in one direction.

On several occasions drivers have come out from a side road forcing their way into the traffic flow until someone is forced to let them in. This type of 'motorist' will, in their attempt to cross the flow of traffic, try to make eye contact and then give an 'acknowledging thank you' sign for allowing them out across your path rapidly followed by the car nosing into a forced gap. 'Well you did signal that it was alright to cross over', etc. Following traffic adjusts to this situation, easing off their acceleration pedal, possibly applying brakes and waiting until the offending motorist has cleared the junction.

Naturally this manoeuvre is not recommended under any circumstance. All it needs is a driver on the main road to be momentarily distracted to raise a real possibility of an accident. I would suggest that such drivers waiting at these junctions do not wish to wait before continuing their journey.

***Be vigilant – take care - drive safely!***

**Geoff Davis.** (Chief Observer Cars)



# Welcome - and Congratulations !



## New Members

### Welcome to: -

#### **Car Associates:**

Michael Brooks  
Terry Gill  
Jeff Tonks  
Stuart Hinde  
Pat Dainty  
Susan Pilecki  
Roy Targonski

Dudley  
Coseley  
Bushbury  
Perton  
Finchfield  
Wombourne  
Sedgley

David Eccles  
Susan Hurbis  
B.G. Hughes  
Dawn Hazel  
Anne Palmer  
Michelle Steventon  
Rita Whitley

Penn  
Smethwick  
Wednesfield  
Castlecroft  
Westcroft  
Dudley  
Wombourne

- on joining the Group.

## Advanced Test Passes

Congratulations to: -

#### **Car:**

Pat Hutchison  
Sam Mistry

#### **Observer:**

Geoff Davis  
Roy Richards

#### **Motorcycle:**

#### **Observer:**

**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.

### **\*\*ATTENTION: - TO ALL FULL / ASSOCIATE MEMBERS\*\***

#### **Grievances**

We volunteer to work for the improvement of road safety through better 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 in a timely manner.



# 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 THROUGH GARTH JONES.**

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

**AVAILABLE FROM - G. JONES**

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



(Group 3081)  
(Registered Charity No. 1053330)

Group Secretary:  
Mr. Garth Jones  
P.O. Box 3264  
Wolverhampton  
West Midlands WV8 2YL  
Tel: 0870.240.8220

## 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, 2002)	£10
<b>FAMILY/JOINT MEMBERSHIP:</b>	
<ul style="list-style-type: none"><li>▪ (2 <u>FULL</u> members at the same address - (Effective 1<sup>st</sup> April, 2002))</li></ul>	
	£15

## **'Membership Renewal'**

- 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 / Ref. 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 license? \*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: .....

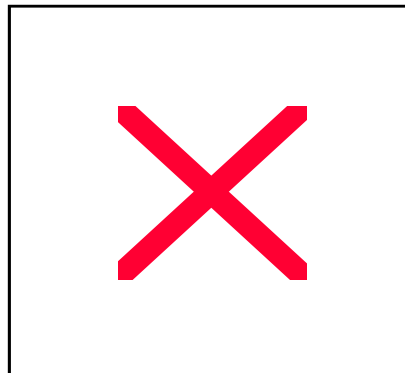
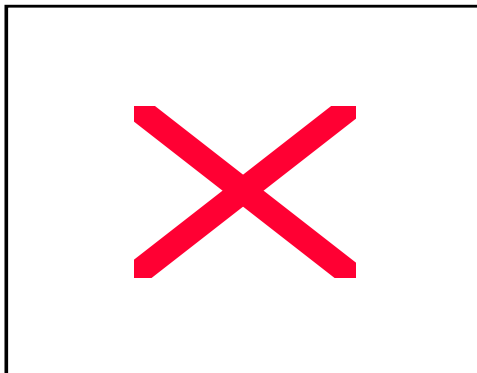
**Please forward Moneys and this completed form to:**

**Cars/Commercial/Mini-Bus/Motorcycle:**

Sue Roper  
7, Walhouse Drive  
Penkridge, ST19 5SP

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 / Ref.Nos) .....

**Signature** .....

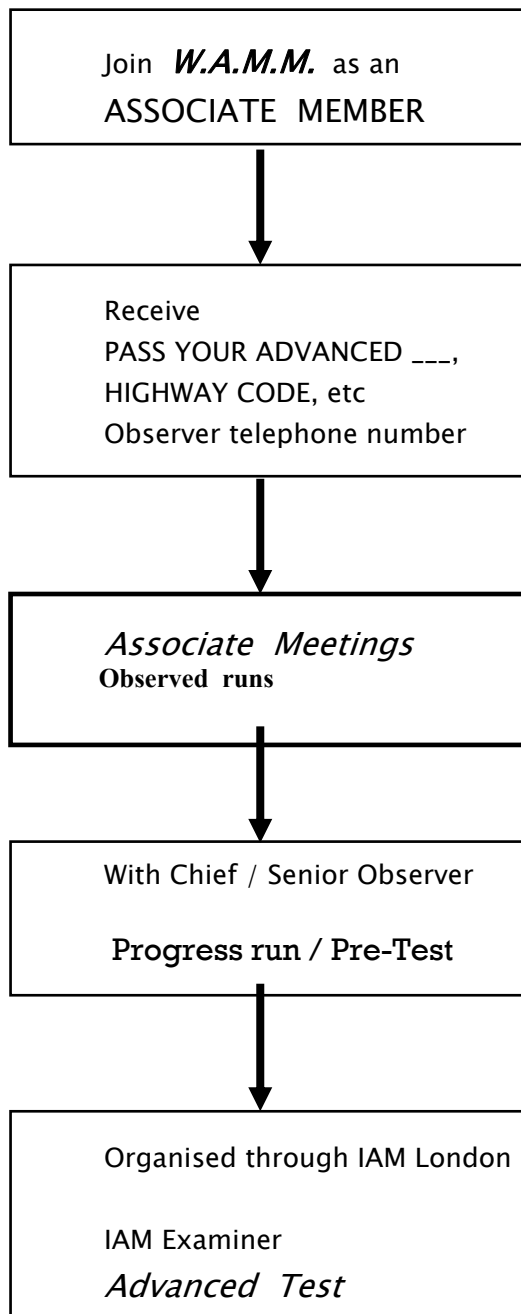
**Please show as:- Associate / Member / Observer**

PLEASE COMPLETE AND RETURN TO:

Sue Roper  
7 Walhouse Drive  
Penkridge  
Staffs ST19 5SP

# Here's the sequence of *Advanced Motoring*

as worked through our Group . . .



Welcome,  
take advantage of:-

- Group Meetings – speakers
- Newsletter
- Members
- Events
- Videos

Keep in contact

With your Observer:-

- Learn the Advanced skills
- Practice
- Become consistent

Encourage/challenge others to join

Show your skills to another pair of  
Advanced eyes  
Go through any panic stage

Apply for the Advanced Test through  
the Group soon  
Maintain skills

Tell your Observer of the result  
Now a Group Member  
Receive certificate at Group Meeting  
Become an

- Observer
- Committee member



# Articles

## **IMPENDING CRISIS IN THE ROAD HAULAGE INDUSTRY.**

A crisis is looming for the UK Road Freight transport Industry which, if allowed to develop at its present rate, could seriously affect the sustainability of social and economic stability in Britain.

As a nation, we are totally dependent upon the regular movement of goods in order to satisfy the laws of supply and demand. Almost everything we wear, use, produce or consume is, at some time, moved by road. Even the cash in our pockets was carried from the Mint to the bank by an armoured road vehicle!

The crisis comes in the form of a rapidly-deepening shortage of skilled Large Goods Vehicle (LGV) drivers. Approximately 25,000 to 30,000 are needed now, with upwards of 80,000 being needed over the next three to four years in order to maintain present levels of service, and to compensate for economic growth, the numbers of drivers leaving the industry, and to deal with yet more impending legislation from Europe.

The causes of this shortage are many, and include such factors as:-

- A lack of professional recognition for the high levels of driving and other skills required and utilised by people who work as LGV drivers.
- Low levels of pay, long working hours and the unpredictable nature of the job.
- Poor working conditions.
- The low levels of esteem which the public has for LGV drivers. They are often perceived as "second-class citizens" and are also seen as being responsible for environmental damage and pollution caused by the vehicles they drive.
- An ageing workforce among LGV drivers. Most LGV drivers are now aged between 33 and 49 years of age.
- Legislative and Licensing barriers of entry to the profession, in the form of high initial training costs and problems with insurance for younger LGV drivers.
- Fewer young people taking up occupations in the road transport industry.

Some would say that the logical remedy would be to "simply train more drivers", but this is unfortunately only part of the answer, because it does not address the underlying issues behind the causes of the impending crisis.

The main underlying issues here are:-

- Changes in peoples' lifestyles over the past 20 years.
- Changes in social habits and attitudes to work over the same period.
- The fact that people are aware that they are able to command far better remuneration and take advantage of better working conditions in other occupations.
- Leisure time and time spent at home with families is now valued much more than in times past.

It is obvious that this problem cannot and will not be solved overnight, primarily because few hauliers are prepared to take the initiative and spend money on training drivers, simply to have them "poached" by other, less scrupulous operators.

Another problem here is that the UK Haulage industry is extremely "fragmented"; that is to say that there are many small firms with their own ways of doing things, little possibility of everyone "speaking with one voice" and of working collectively towards the same goal.

Among others, the Road Haulage and Distribution Training Council (RHDTTC) under Mr. Ian Hetherington are in the process of carrying out a number of detailed analyses of the current LGC driver shortage situation in the UK. As a result, the RHDTTC have put forward various training proposals in an effort to alleviate the problem.

However, radical solutions will need to be found and implemented sooner rather than later, because the most important part of the vehicle is its driver, and neither vehicles or the goods which they are designed to carry will move anywhere without them!!

**Chris Druce**, M.I.L.T., M.C.I.T., M. Inst T.A., (Full Member, W.A.M.M.)

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## Stay safe at the wheel

[From a feature in the Vauxhall Magazine, October 2000 entitled 'Think!']

- A speed limit is not a target. Drive according to the road and traffic conditions. In freezing weather, heavy rain or traffic, even the legal limit might be too fast.
- Look ahead to anticipate problems, like a road blocked by a blind bend. Is there a parked bus round that bend?
- Look ahead to junctions from which vehicles might emerge, and give cyclists and horse riders plenty of room.
- Concentrate - avoid distractions like loud music that might drown out car horns or emergency sirens.
- You cannot control your vehicle properly if you are eating, drinking or changing a cassette or CD.
- Do not use mobile phones, even a hands-free unit.
- Try to anticipate those around you - will a cyclist wobble in front of you, or a child step off the kerb?
- Be patient, stay calm - pull over and relax if need be.
- Remember to stay back, and use the 'two second rule' to leave the right gap between you and the vehicle in front.
- Use in-car navigation aids when parked, not while moving.
- If you feel drowsy pull over, take a short walk have a coffee and a light snack.

## **AGE AND GENDER MAKE A DIFFERENCE**(Source: www.drivig.co.uk)

One of the most significant social trends of the new century will be the greying of the population. A fact that raises serious questions for everyone concerned with traffic safety and education. In many of the industrialised countries, the proportion of the population over the age of 65 is increasing. Policy makers and safety professionals are having to take this new reality into account.

Reports show that mature motorists are not involved in a disproportionate number of motor vehicle crashes. Most mature drivers self-assess their skills, modifying their driving habits to fit declining capabilities. They tend to become more conservative on the road, driving less often at night, avoiding busy motorways and taking fewer long-distance trips to unfamiliar areas.

However, older drivers are more likely than younger drivers, to be involved in multi-vehicle crashes, particularly at road junctions. They are also more likely than younger drivers to be seriously injured in a crash because their bodies are simply less able to withstand an impact.

Factors that contribute to the accident involvement of older drivers relate to the physical changes associated with the ageing process. The physiological changes can affect vision, hearing and physical mobility. The older drivers perform worse than other drivers on manoeuvres, vehicle handling and observing, due in part to a reduction in flexibility,(mobility of neck and trunk). As people age, their ability to process information declines in terms of capacity and speed of thought. Older drivers are therefore more at risk in certain situations i.e. crossing a road junction. However, with the increase in the ageing population is an increase in the number of older drivers, which means that the mobility needs of older people will become even more important in the future.

A report by the Federal office Of Road Safety Australia, shows an interesting comparison of the difference in accident statistics involving men and women drivers. It shows for example, hospitalisation crashes involving younger drivers and male drivers are more typically single vehicle or head-on crashes, occurring at night or on weekends, often involving alcohol. On the other hand, crashes involving older drivers or female drivers, are more typically crashes at road junctions in lower speed limit areas, occurring during the day and on weekdays and not generally involving alcohol.

For both men and women, the rates of death and injury were highest for the youngest and oldest drivers. The most common age of female drivers killed or hospitalised in road crashes is 18 years of age. This may be as young women drivers display a number of intentional high-risk behaviours such as speeding, tailgating and overtaking on the inside lane.

[Editor: This article came from an Australian article on the Net.]

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### **‘Something to remember’**

- If you have food in the refrigerator, clothes on your back, a roof overhead and a place to sleep –  
- You are richer than 75% of this world.
- If you have money in the bank, in your wallet, and spare cash in a dish somewhere –  
- You are among the top 8% of the world’s wealth.
- If you woke up this morning with more health than illness –  
- You are more blessed than the millions who will not survive this week.
- If you have never experienced the danger of battle, the loneliness of imprisonment, the agony of torture, or the pangs of starvation –

- You are ahead of 500 million people in the world.

▪ If your parents are still alive and still married –

- You are very rare.

▪ If you can hold up your head with a smile on your face and are truly thankful –

- You are blessed because the majority can but do not.

▪ If you can hold someone's hand, hug them or even touch them on the shoulder –

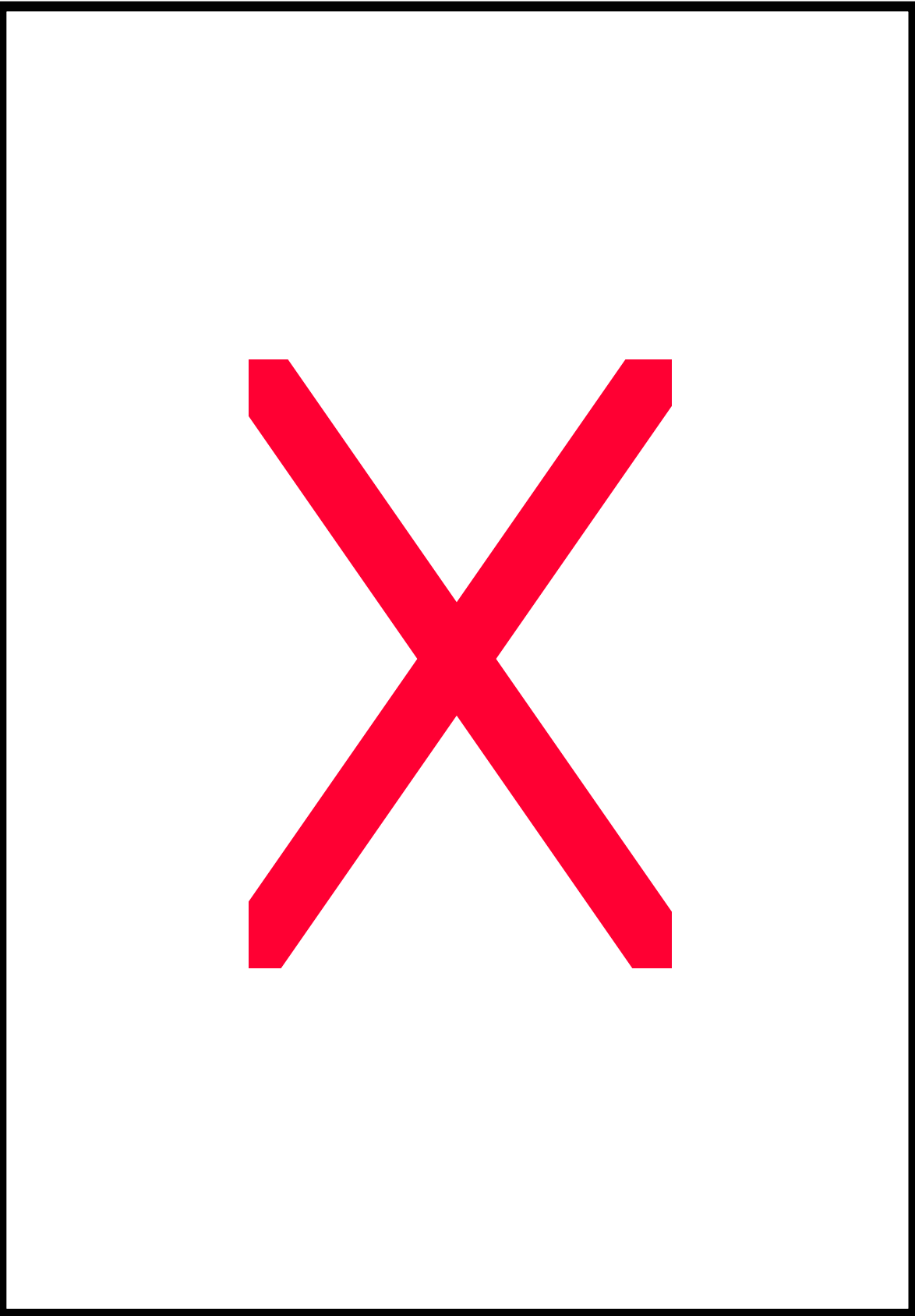
- You are blessed because you can offer a healing touch.

▪ If you can read this, you have just received a double blessing –

- Someone was thinking of you, and furthermore, you are more blessed than the 2 billion people in the world that cannot read at all.

Have a good day, count your blessings, and pass this along to remind others how blessed we all are. Which goes for most of us, whatever this day, this week, this year brings.

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# 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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## **"THIRTY – SOMETHING DRIVERS" POSE A RISK TO CHILDREN, SAYS THE IAM**

Issued 23rd September 2002

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Drivers who allow their speed to "creep up" above 30mph on minor roads are unaware of the potentially fatal consequences, warned the Institute of Advanced Motorists (IAM) at the start of Road Safety Week (23 – 29 September).

Children are among the most vulnerable road users and are the most at risk from drivers travelling too quickly on minor roads.

"That extra five or six miles an hour doesn't feel very fast when you are behind the wheel. And frankly, it will make little difference to your overall journey time. But if you hit a child at that speed, it could literally be the difference between life and death," said IAM Chief Executive Christopher Bullock.

"Statistics show that if you are driving within the 30mph speed limit, you are much less likely to kill a child. That's not the case if you are going too fast. This is not a technical, legal matter, or a petty violation, but something that every driver should remember, especially on the approach to schools. 'Speed kills' is too simple a mantra. But inappropriate speed is certainly a potential killer. We welcome the introduction of hazard awareness by the Government into the L test. Existing drivers should recognise that every road with young pedestrians is full of potential hazards."

Mr Bullock cautioned that the growth of safety cameras may have a "de-sensitising" side effect on motorists. "I would hate to think that drivers under pressure are tempted to make up their time by putting their foot down when they are driving in areas without speed cameras. Speed limits only really work by consensus; drivers should watch their speed, whether or not they are going to be caught on camera," he said.

Mr Bullock joined BBC presenter Nick Ross, a member of the IAM Council, at the BRAKE Road Safety Week event held at the Houses of Parliament.

1. The IAM was established in 1956 and more than 300,000 drivers and riders have taken and passed the now famous IAM Advanced Driving Test. The IAM has more than 110,000 members, all advanced drivers, and over 200 local groups across the UK which help aspiring motorists and motorcyclists to prepare to take the Advanced Test.
2. The IAM has a corporate arm, IAM Fleet, that specialises in driver training. Further details from [iamfleet.com](http://iamfleet.com).

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## **"SORRY MATE - I DIDN'T SEE YOU" IS NOT GOOD ENOUGH SAYS IAM**

Issued 13th August 2002

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As many as a third of UK drivers on the road would fail the basic roadside eyesight test if they had to do it again. That was the warning today from the Institute of Advanced Motorists (IAM), Britain's leading advanced driving organisation.

Welcoming plans outlined by the Association of Chief Police Officers (ACPO) to roll out new roadside eyesight tests, the IAM has pointed out that poor driver vision is often a major factor in crashes involving motorcyclists.

"It is of course illegal to drive any vehicle without corrective eyewear if a motorist's vision falls below the minimum standard. But many drivers do so, because they haven't had a recent eye test," said IAM Chief Executive Christopher Bullock.

"Even if a driver can pass the standard daytime number plate test, that is no use at all as a check on night blindness, tunnel vision or depth perception. Any one of these conditions could affect a driver's ability to judge a motorcyclist's speed at a junction. But the clichéd excuse 'Sorry mate - I didn't see you' is not good enough. Since 90 per cent of the sensory information that reaches a driver's brain does so through the eyes, it follows that it is highly dangerous to drive if you can't see properly."

Devised in 1935, Mr Bullock described the standard driving eyesight test as "totally inadequate" when it comes to assessing a person's ability to drive safely in today's congested traffic conditions. "Roadside furniture and other hazards make huge demands on a driver's observation skills," he said. "The IAM believes that because human sight deteriorates as part of the ageing process, it is right that the police should carry out eye sight testing on drivers where appropriate. There should be stiff penalties for anybody involved in a crash who has driven wilfully knowing that their eyesight is defective," said Mr Bullock.

Many motorists drive without glasses because of vanity, because they've forgotten them or because they are only going a short distance. Mr Bullock said that a spare pair of glasses should be kept in the car and that prescription sunglasses can also help improve summer vision. Every driver should aim to have an eye test once a year.

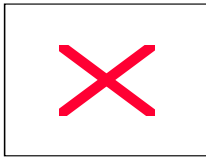
## Videos

Group Videos are available and free on loan for 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.

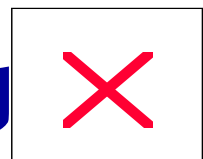
System of Car Control	12 mins	You Only Live Once	13 mins
Old Highway Code	60 mins	Driveability	32 mins
Positive Driving	30 mins	Drive Without Fear	14 mins
Chris Johnson Fund	40 mins	3 Simple Life Savers	14 mins
Safe Motorway Driving	36 mins	Skid Pan	80 mins
Roadcraft	90 mins	New Highway Code	60 mins
Horse Sense for Motorists	11 mins	Top Rider	25 mins
Aggressive & Bad Driving	15 mins	I Just Didn't See You	20 mins
Sharing the Road with Emergency Vehicles	16 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.





# Skidpan Driving



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.

## JOKES

### A Dieter's Psalm

Strict is my diet. I must not want.

It maketh me to lie down at night hungry.

It leadeth me past the confectioners.

It trieth my willpower.

It leadeth me in the paths of alteration for my figure's sake. Yea, though I walk through the aisles of the pastry department,

I will buy no sweet rolls for they are fattening.

The cakes and the pies, they tempt me.

Before me is a table set with green beans and lettuce.

I filleth my stomach with liquids,

My day's quota runneth over.

Surely calorie and weight charts will follow me all the days of my life, And I will dwell in the fear of scales forever.

### Some things hopefully to raise a smile or two

- If you want your wife to listen and pay undivided attention to every word you say, talk in your sleep.
- Life with men is like a deck of cards.....  
You need a Heart to love them;  
a Diamond to marry them;  
a Club to beat them;  
and a Spade to bury the bodies.
- "The problem with the designated driver program, it's not a desirable job. But if you ever get sucked into doing it, have fun with it. At the end of the night, drop them off at the wrong house." - Jeff Foxworthy
- Actually said in court, taken down word for word by a court reporter.  
Q: Can you describe the individual?  
A: He was about medium height and had a beard.  
Q: Was this a male, or a female?
- Just think, if it weren't for marriage, men would go through life thinking they had no faults at all.
- Marriage is the triumph of imagination over intelligence. Second marriage is the triumph of hope over experience.
- The bride, upon her engagement, went to her mother and said, I've found a man just like father!"  
Her mother replied, "So what do you want from me, sympathy?"